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The Daily Press.

HONGKONG, M.Y. 2ND, 1912.

It is an ancient saying that "necessity is the mother of invention." This is strikingly illustrated in the ideas which have been ventilated as a consequence of the general strike of coal miners in Great Britain. For example, Sir WILLIAM RAMSAY, the distinguished British scientist, President of the British Association, recently at the opening of a Smoke Abatement Exhibition gave publicity to an idea for greatly reducing the present scale of the coal mining industry. The ideal state of things, he said, would be to have gas retorts in the bowels of the earth. He announced his firm belief that something would be done in the way of not raising coal but letting it be underground, burning it there and taking off the gases. A large colliery owner has expressed his readiness to let Sir WILLIAM make the experiment on a very small scale, and as the distinguished scientist remarked on a more recent occasion, adopting words used by one of the martyrs of the Reformation, "if it succeeds, a candle may be lighted in England which will not be extinguished in our time." The whole world will await the result of this experiment with deep interest. In another part of our issue to-day will be found an interesting account of a "foe to coal" which the great strike, forced into prominent public notice. A patent gas plant has been put upon the English market capable of

producing from any combustible refuse a gas greater in calorific value and richer in hydro-carbons than the producer gas from coal. The greatest and most immediate result of this coal strike, however, must be looked for in the shipbuilding world. A great advance has been made in the utilisation of oil fuel on ships within the past few years, and the sailing of the East Asiatic Company's new liner *Selandia*, from Europe to Bangkok, occurring, as it did, coincidentally with the coal strike, attracted much more than passing attention. The voyage has been completed with the most satisfactory results, and two other funnel-less liners will before the year is out be employed by this Company on the same run. It cannot be doubted that within the next ten years these funnel-less steamers will be much more familiar objects on the high seas than they are now. Mr. CHURCHILL, in his recent speech on the Navy Estimates remarked, that oil as a fuel offers enormous advantages to ships of all kinds, and if, as is promised, internal combustion engines of sufficient power to drive warships can be perfected, all the advantages of oil would be multiplied three or four times over. On the other hand, Mr. CHURCHILL asked the very pertinent, and very important question so far as the use of oil by British ships is concerned: Could we make sure of oil at reasonable prices in time of peace and without restriction in time of war? Could we accumulate and store a reserve in Great Britain for our ever-growing requirements, and properly protect it both from aeroplane and sabotage? Undoubtedly the adoption of oil as a motive power does raise anxious and perplexing problems, especially for Great Britain. The First Lord of the Admiralty said the subject was receiving continuous attention. Until a satisfactory solution of problems of the character indicated above is offered there will be a justifiable hesitation to make the change. While coal remains in favour as fuel for steamships Great Britain occupies a position of absolute independence. Her coal beds are ample to meet all requirements. Practically no oil-fields exist in the United Kingdom, and consequently British consumers would be very largely dependent on foreign supplies of oil fuel. It is of interest in this connection to observe the reports of great developments in the oil fields near Suez, and large oil areas are to be developed in Turkey. It is stated that at present the Red Sea area is producing about a quarter of a million tons of crude oil a year, but that amount will soon be increased and an oil refinery will be set up on the Egyptian coast. Meanwhile large quantities have been sent to be refined in Asiatic refineries. These developments are certain to be material factors in the consideration given by the shipowners to the question of building vessels for oil-power, for if ample supplies are obtainable in the neighbourhood of Suez we may look forward with confidence to a considerable use of the funnel-less steamer in the Far Eastern trade.

A Chinese was fined \$3 at the Magistracy yesterday for being unlawfully in possession of opium.

A number of dead bodies were picked up in different parts of the City yesterday, in many cases death being due to plague.

At the Magistracy yesterday a Chinese was charged with having kidnapped a child from Wei Chow on April 28th. The case was remanded for a week.

An international rubber congress and exhibition will be held at Batavia in April, 1914. It is being organised by the Netherlands Indies Agriculture Syndicate.

A European lady residing at Fairlea, while walking down Pokfulam Road, on Tuesday, had her bag snatched from her hand by a Chinese who came out from the scrub at the side of the road.

The death is announced of two well-known Yokohama residents—Mr. K. K. Dinadale, who has lived in Japan for forty years, and Mr. A. G. Price, of Messrs. Dodwell & Co., who died from typhoid fever.

The *Peking Daily News* of April 32nd says: "We learn from reliable sources that it is pretty certain that Sir Francis Taylor Piggott, Chief Justice of the Supreme Court, Hongkong, will be appointed Legal Adviser to the Chinese Government."

A marriage has been arranged between Lieutenant Francis Heathcote Gordon Walker, R.N., H.M.S. *Astrea*, China, youngest son of the late Mr. J. H. Walker and of Mrs. Walker, of Westwood, Newport, Fife, N.B., and Phyllis Duncomb, younger daughter of Mr. and Mrs. John Shuter, of Blackheath, Kent.

At the public examination in bankruptcy of Mr. J. G. Boyd at Singapore last week, the debtor stated that the total amount of his indebtedness to Shanghai creditors was \$131,428 and he owed \$7,000 to other creditors.

Mr. L. H. Clayton, who is being transferred to Singapore as Secretary for Chinese Affairs, was recently presented by the staff of the Immigration Department of Penang with an address, which made reference to the satisfaction entertained by Indian coolies, attributed to his administration.

News reached the Capital recently that Mr. Yuan Ke-ting, the eldest son of the President, fell from his horse in Changteh-fu, when the animal stumbled, owing to the bad condition of the country road, and sustained some injury to his skull. He is attended by Drs. Wang and Mesney. The services of Dr. Hazard have also been secured. According to the latest news, the condition of Mr. Yuan is improving and the doctors are confident that he will soon recover from his injury.

With a total population in Singapore of 29, remarks the *Straits Times*, Wales can manage to celebrate St. David's Day in a manner befitting the occasion. Scotland with 477 representatives always recognises its patron saint, and there is no doubt that the 234 loyal Irishmen honour St. Patrick on March 17. But for some unknown reason the 3,578 English people in Singapore give St. George the cold shoulder, and were it not for the fact that hotel enterprise seizes the opportunity of arranging special dinners and dances for April 23rd many Englishmen would probably forget everything about their patron saint.

The Hon. Sir Kai Ho Kai, who has been staying with Dr. Wu Ting Fang at Shanghai, lectured last week on the premises of the World's Students' Association, on essentials for success of enterprise. He said that to attain success, not only was unity essential, but individual effort, each doing his best, one supporting the other, with indomitable perseverance and strong conviction, was of paramount importance, especially in the case of a public enterprise, when the object in view was the general welfare of the people. Mr. Pope, of the Shanghai-Nanking Railway, and Mr. Li Teng-hui also spoke. Among those present were Dr. Wu Ting Fang, Ivan Chen, the new Commissioner of Foreign Affairs of Shanghai, and many other men of distinction.

H.K.C.C. TENNIS TOURNAMENT.

SINGLES CHAMPIONSHIP FINAL.

The attendance of tennis enthusiasts at the cricket ground yesterday afternoon was larger than during the whole progress of the tournament. The reason for the big turnout of those who take more than a passing interest in the game was easily accounted for, as the final of the Singles Championship was to be played. The contestants were Messrs. H. A. Nisbet and H. Hancock. Almost from the first service it could readily be seen that the players were well matched, and the fact that Nisbet won by a margin of only three games in five sets showed how close was the play. Nisbet took the first game, 6/2, but Hancock equalised matters by winning the second set, 6-4. The third set went to seven games, and Nisbet won it more by an accurate service than by any marked superiority in the other strokes. Hancock took the fourth set, 6-4, and excitement ran high as the players entered on the fifth and concluding set. Though Nisbet was palpably tired, he made very few mistakes in volleying, though on several occasions his lobbing was weak. Hancock improved his service as the game wore on and he invariably had Nisbet on the go. The last set ran to eight games, the last two being particularly worth watching. Both men played beautiful tennis, their service, volleying and placing being wonderfully accurate. Nisbet managed to scrape home by two strokes only.

The scores were:—
H. A. Nisbet, v. H. Hancock, 6-3, 4-6, 7-5, 4-6, 8-6.

In the final of the "B" class, Doubles Handicap, Capt. Agg. and Capt. Simson easily defeated Dr. Koch and Dr. Grone.

A FALSE AND CRUEL RUMOUR.

Mrs. Rodyke, a lady who has been engaged for some years in insurance business in the Straits and in China, heard some time ago that a malicious report was in circulation that owing to some hotel dispute she could not return to Penang. She did not pay much attention to the matter at first, but on finding that someone had sent it ahead of her to Hongkong, she determined to return here and have the allegations refuted. As the name of Major de Hamel, chief of police at Penang, had been mentioned, her solicitors wrote to that gentleman to inquire if there was any justification for the statements. Major de Hamel in his reply says: "Mrs. Rodyke has always behaved herself as a lady in Penang to my knowledge, and as a British subject she must be fully aware that she is free to come and go as she pleases." This of course finally disposed of the cruel rumours.—*Straits Times*.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE "TITANIC" CALAMITY.

WIDOW SUES FOR LOSS OF HUSBAND.

LONDON, May 1st.
A Washington message states that Mrs. Louise Robbins is suing the White Star Company in the Admiralty Court for the loss of her husband, who was valet to Mr. Astor, by the sinking of the *Titanic*.

MR. ISMAY RE-EXAMINED.

Mr. Ismay has been recalled before the Senate Committee and questioned closely on the affairs of the International Mercantile Marine. He declared that there was nothing in the mail contracts demanding a high speed. He paid a tribute to the conduct of Captain Smith. He, Mr. Ismay, in no way interfered with the management of the *Titanic* during the trip, though he remembered telling a passenger that he intended trying the speed of the *Titanic* on the 15th April. He indignantly repudiated the suggestion that anyone connected with the White Star Line was attempting to increase the insurance on the 15th April. He sent a wireless message to Mr. Franklin on that date, but he did not receive it until two days later. He thought the construction of the liners must be changed, and the number of passengers carried reduced in order to increase the number of lifeboats. The Committee has adjourned till Friday.

RETURNING WITH THE DEAD.

Router's correspondent at Halifax telegraphs that the *MacKay Bennett* has arrived there. The church bells were tolled and flags were flown at half-mast. As many as 120 bodies for which there were no coffins were piled on the deck forward; 70, including that of Mr. Astor, were in rude boxes aft, and 116 others were buried at sea owing to lack of accommodation and to decomposition. It took four hours to transfer the bodies to the morgue.

STEAMER STRIKES SUBMARINE MINE.

LONDON, May 1st.

Reuter's correspondent at Smyrna telegraphs that the local steamer *Texas* struck a submarine mine at the entrance to the Gulf of Smyrna and sank, 140 being drowned.

A Constantinople message states that the estimates of the loss vary. It appears that the explosion injured many.

ANGLO-GERMAN RELATIONS.

LONDON, May 1st.

At question time in the House of Commons, Mr. Asquith said that Anglo-German relations were on a footing enabling a frank and friendly discussion on matters of mutual interest.

A Berlin message states that Herr Kiderlen von Waeche, the German Minister for Foreign Affairs, in the debate on the Reichstag on the Defence Bills, which are mainly of a confidential nature, gave an account of the international situation. He alluded to the negotiations with Great Britain, which were continuing.

EUROPEAN PEACE PROSPECTS.

LONDON, May 1st.

A Vienna telegram states that Count Berchtold, Minister for Foreign Affairs, delivered to the Hungarian Delegation a pacific speech emphasising the unchanged character of the Triple Alliance and pointing out that it would be the sincere endeavour of the Government to cultivate good relations with Great Britain now that the misunderstanding momentarily arising over the annexation of Bosnia had passed. He made reference to the apprehension regarding the Dardanelles and pointed to Italy's assurances at the beginning of the war that she intended to maintain the status quo in the Balkans. He had every reference to believe that Italy would not depart from these assurances. Meanwhile the Government intimated that the Dardanelles would be re-opened as soon as imminent danger was over.

[THROUGH REUTER'S AGENCY.]

BRITISH POLITICS.

THE DISPOSAL OF THE SURPLUS.

LONDON, May 1st.

Much interest is being manifested in the disposal of the six and a half millions sterling surplus from last financial year.

Mr. Lloyd George, the Chancellor of the Exchequer, intimated in the House of Commons last night that part might be necessary to meet the losses due to the coal strike and part to meet the expenditure of £600,000 for the Navy from the previous year. The Government had decided to take this step owing to the uncertainty of possible liabilities for the Navy. Mr. Churchill had made it clear that if foreign programmes were altered the House of Commons would be asked for further powers. Mr. Lloyd George affirmed that—"We do not know what the position is even now, and we do not know what our liabilities may be. Anyhow, whatever it is we have to face it." He said that the subject would be again raised in the Committee stage of the Budget, when further information might be available.

The Government majority after Mr. Lloyd George's statement dropped to 47.

THE HOME RULE BILL.

Mr. Churchill, in moving the second reading of the Home Rule Bill, said that Home Rule had never been a separatist movement. The present demand was moderate and reasonable. Never before had so little been asked, and never before had so many asked. It was not even a demand for colonial autonomy.

Assuming a complete divergence of views in the event of war, the Irish Parliament would be unable to add to our military risks, but he denied the likelihood of such a divergence, as the Bill would remove every ground for quarrel. Identity of interests was then absolute, and anything that would ruin England would mean the ruin of Ireland. The gain to the Empire would be the greatest and the risk to Britain the smallest. Mr. Churchill made a strong appeal for the co-operation of Ulster. He admitted that Ulster was a serious obstacle to a thoroughly satisfactory settlement and that every citizen was entitled to resist oppression. It would, however, be a great disaster to Ireland if the Protestants in the North held aloof from the National Parliament. Ulster had duties as well as rights, and the Protestants in the North had a plain duty to their co-religionists in the rest of Ireland.

No one, continued Mr. Churchill, could measure the blessings which Ulstermen had the opportunity of conferring on their countrymen, or the fame and honour which they would reap if they led a united Ireland home. "It is their duty to bring the ship safely to port, but, if they refuse, they shall not obstruct the work of salvage," he concluded.

Mr. Walter Long said the Unionists were not prepared to desert their Ulster friends and advise them to accept a Bill which would bring, not peace, but war—a bitter war in every clause. Regarding national defence, the Government was not entitled, not even for a final settlement, to incur the risks involved. The financial provisions were unsound and dishonest. The greatest imposture of all was the pretence that the Bill would help toward Federalism. It would make Federalism ten times more difficult, and the Opposition were united in their determination not to desert their friends in Ireland and to defend interests which were common to both.

INDIAN INDENTURED LABOUR.

In the House of Commons, Mr. Montagu, Under Secretary of State for India, announced that Germany had not yet made any proposals for the importation of Indian labourers to Damaraland. Unless such a request were received it would be premature to discuss details, but, speaking generally, Lord Crewe was not disposed to encourage any new scheme for indentured emigration from India to places outside the British Empire. Indentured emigration to Damaraland was unlawful. It could not be lawful unless the Governor-General of India in Council satisfied the Government that the country had made such laws and provisions as were thought sufficient for the protection of emigrants. In any event no steps could be taken without an Anglo-German Convention making full provision for the welfare of the emigrants.

THE ANTI-TRUST LAW.

LONDON, May 1st.

A telegram from St. Pauls, Minnesota states that the Government has begun a suit in the Federal District Court against the International Harvester Co., of which it seeks a dissolution on the ground of its monopolising the manufacture and sale of harvesting machinery. The prosecution is interesting, as it has been made the issue between President Taft and Col. Roosevelt.

STRIKES IN RUSSIA.

LONDON, May 1st.

Strikes in sympathy with the trouble on the Lena are spreading to St. Petersburg, where thirty thousand people are idle. The police are searching the workmen's houses and many arrests have been made.

BRITAIN'S AERIAL NAVY.

LONDON, May 1st.

Col. Seely, presiding over a conference of aviators, appealed to them to help the Government's scheme. The Government intended to have a far larger proportion of air craft than any Continental nation, and he hoped they would eventually co-operate with the Colonies.

THE SHIPPING STRIKE SETTLED.

LONDON, May 1st.

The Liverpool shipping strike has been settled, the men resuming on the old terms, pending negotiations.

LAWN TENNIS CHAMPIONSHIP.

LONDON, May 1st.

At the Queen's Club covered courts in the lawn tennis doubles championship Wilding and Doubt beat Ritchie and Gobert, the holders, 6-1, 6-4, 10-12, 4-6, 6-2.

COAL MINE DISASTER IN JAPAN.

LONDON, May 1st.

A Tokyo message reports that the Uburi coalmine has been wrecked by an explosion, and that 283 miners are hopelessly entombed.

THE MOTOR CAR BANDITS.

LONDON, May 1st.

Intense excitement has been created in Paris by the news that Garnier and Vallet, two accomplices of the bandit Bonnot who was shot by the police on Sunday, have been traced to a suburb of Paris, where they are now surrounded. They have a regular arsenal and are prepared to resist to the death.

ENGLISH RACING.

THE TWO THOUSAND GUINEAS.

LONDON, April 30th.

The probable starters in the Two Thousand Guineas are:—Kempion, Winter, Tracery, Watts, Jingleing, Javelin, Higgs, Sweeper II., Maher, Aleppo, Clark, Absurd, Stern, Hall Cross, Saxby, White Star, F. Wootton, Loni, Carslake, Cylba, F. Templeman, Jaeger, Walter Griggs, Oiseau Bleu, Ringstead, Lorenzo, Trigg, John Amendall, Earl.

The betting is:—Evens White Star, 9 to 2 against Sweeper II. and Hall Cross, 7 to 1 against Jingleing, and 9 to 1 against Cylad.

At Newmarket the betting on the course for the Two Thousand Guineas is 11 to 10 against White Star.

Among the probable starters for the Two Thousand Guineas are Kosciuszko, William Griggs, and Orchestration, for which a jockey has not yet been engaged.

TEST CRICKET.

LONDON, May 1st.

The Board of Control have appointed Fry, Foster and Shuter to select the English teams for the test cricket matches. Mr. Fry has been elected captain.

WELCOME TO THE CHIEF JUSTICE.

Yesterday morning there was a large attendance of the legal profession in Hongkong assembled at the Courts of Justice to welcome and congratulate the Hon. Mr. Rees Davies, K.C., on his appointment as Chief Justice of the Colony. Among those present were the Hon. Mr. C. G. Alabaster, Acting Attorney-General, Hon. Mr. H. E. Pollock, K.C., Mr. M. W. Slade, K.C., Hon. Sir Kai Ho Kai, Mr. Eldon Potter, Mr. W. V. Drummond, of the Shanghai Bar, Mr. J. H. Kemp, Crown Solicitor, Mr. P. M. Hodgson, Assistant Crown Solicitor, Mr. H. A. Nisbet, Messrs. M. J. D. Stephens, J. Scott Harston, P. W. Goldring, C. Willson, H. J. Gedde, H. K. Holmes, S. W. Tso, L. R. Needham, Otto Kong Sing, F. X. d'Almada e Castro, Leo d'Almada e Castro, E. Davidson, and Bulmer Johnson.

The ATTORNEY-GENERAL—May I please your Lordship, as this is the first occasion on which your Lordship takes your seat as holder of the substantive appointment of Chief Justice of this Colony, I should like to say on behalf of the Bar how much we welcome you in that appointment. We have known your Lordship for some years now, both on the Bench and at the Bar, and we have the fullest confidence that your Lordship will continue to maintain, in the honourable position which you now hold, as you have done in the past, the highest traditions of both. I feel myself fortunate in seeing here joining in this welcome not only the senior King's Counsel on the roll of this Court but also the senior member of the outer Bar on either hand of me, and also to the right the senior practising solicitor on the rolls of this Court. They are all present to bid you welcome to-day.

The CHIEF JUSTICE—Mr. Attorney, I have to thank you most cordially as spokesman of the profession for the very kind way you have introduced me to this Court. I have had the honour for fourteen years of serving as Attorney-General three Colonies of the Crown, having been for all those years tossed on the billows which surround the life of a law officer, and it is pleasing to find a haven on the judicial Bench. It has always been my ambition at the Bar to stand well with my colleagues in the profession, and I hope to retain their good will and their confidence on the Bench. I am fully alive to the responsibilities of the high office which I have obtained. Litigation in Hongkong, with the points of importance and issues involved, is second to none in the British Empire. I am following in the lines of distinguished predecessors, and in the case of my immediate and learned predecessor he was a jurist whose legal achievements and standard works have established him as a very high authority on the law of nations. Whilst, I therefore, approach my task with diffidence, I am sure I will receive the cordial co-operation of the Bar and of the legal profession as a whole in discharging without fear or favour the duties entrusted to me by my Sovereign. I beg to thank you very much for the kindly welcome given me, and to the profession as a whole for testifying their congratulations by their attendance here to-day.

Mr. STEPHENS—My Lord, on behalf of the solicitors of this Court, I have pleasure in offering you our congratulations and welcome on your appointment to the high office of Chief Justice of the Supreme Court of Hongkong and of this Colony, and to add our hope that you may hold that office for many years to come. During a period of nearly forty years I have practised in this Colony. I have seen the office of Chief Justice of Hongkong filled by no fewer than six Chief Justices, and I have no hesitation in saying that the appointment of yourself to act in that office is one which cannot fail to give the greatest satisfaction to the solicitors of this Colony.

The CHIEF JUSTICE—I am very much obliged to you, Mr. Stephens. Mr. DRUMMOND—My Lord, I gather that my friend the Attorney-General has in the words he has addressed to your Lordship specified included me in the invitation to all members of the resident Bar here, and I feel very much gratified at his kindness and courtesy in asking me to take part in this function and in joining the resident members of the legal profession in Hongkong in offering to your Lordship our congratulations upon your assuming the high office of which you take charge to-day. I have for very many years past had a strong feeling that the administration of justice by British courts is constituted in fact—the very foundations of the British Empire, and that its administration is watched with the keenest respect and admiration not only by the large number of Chinese who are resident in this Colony and subject to this Court but who are resident in various parts of this vast Empire. I think, therefore, that the administration of justice by British courts in many parts of the Empire places Great Britain at the very apex of Western civilisation in the eyes of the world. I will only add that I am quite certain that your Lordship will fully maintain the high traditions which have grown up around the exalted office of which you assume charge to-day.

The CHIEF JUSTICE—I am extremely obliged to you, Mr. Drummond. I feel extremely fortunate that so old a member of the Bar as yourself should be present to take part in this welcome, and I thank you very much indeed.

This concluded the proceedings.

THE FAREWELL CONCERT TO MRS. GORDON.

The excellent concert given in the Drill Hall at the Volunteer Headquarters last night by way of farewell to Mrs. A. G. Gordon, one of the Colony's most popular vocalists, was attended by many old residents familiar with the willing assistance Mrs. Gordon during the whole period of her residence in the Colony has given at concerts, especially those promoted with philanthropic objects, though the audience was not so large as might have been expected. The programme we gave in our yesterday's issue was carried out without a change, except that every item in it was encored. There were thus two programmes, the concert being prolonged till about 11.30. The contributors to the programme, besides Mrs. Gordon herself, were H.E. Mr. Claud Severn, Mr. Denman Fuller, Dr. and Mrs. Schofield, Mr. George Lammer, Mr. Frank Austin, Mr. H. I. Jones, Mrs. F. Maitland, and Mr. R. Sutherland and Mr. G. W. C. Burnett who supplied the humorous element and did it with great success. Mrs. Gordon was down on the programme for two songs but sang four, her last two being, very appropriately, "My Ain Folk," and "Down on the Swanne River," the audience joining in the chorus of the latter. Both songs were beautifully sung by Mrs. Gordon. It is unnecessary to say that each appearance of Mrs. Gordon was a signal for warm applause, and after her first song, "The Enchantress," she was presented with a lovely bouquet. Miss Gordon played the accompaniments for her mother, Mr. E. Orniston accompanied His Excellency's songs, Mr. G. W. King played for Mr. Burnett and Mr. Denman Fuller for all the other singers, besides contributing an Irish Rhapsody on the piano which was a most welcome number.

THE GREAT RAYMOND.

The Great Raymond, whose masterly exposition of his art has ensured for him full houses in almost every city he has visited, presented an entire change of programme at the Theatre last night. The audience was satisfactory, though the house was not packed. Raymond showed a number of very fine card tricks, his manipulation of the pasteboard tokens being carried out on a different scale to that adopted by any of his predecessors. His illusions were all clever and neat, and quite as bewildering as those shown at the opening performances. A special matinee was held in the afternoon, and was well attended.

SHIPPING NOTES.

A writ of arrest was placed on a mast of the German ship *Pragya* at Dover at, it is understood, the instance of the tugs which saved her after the collision with the P. and O. liner *Oceanic*.

The steamer *Cambria*, which was in collision with the *Arabia* last week between Hongkong and Swatow, was found when examined at Shanghai to have had her stern smashed in, twenty plates being badly damaged. The forepeak filled with water, but the collision bulkhead held, and there was no danger of the vessel sinking.

The *Manchuria Daily News* states that the Nippon Yusen Kaisha management thinks of placing the Company's *Kamakura Maru*, 6,165 tons, on its Kobe-North China line in addition to the str. *Awaji Maru*, 2,934 tons, taking effect from next June. The *Kamakura Maru* is now on the Company's Yokohama-Seaside line, and was built in 1907 by Messrs. Workman, Clarke and Co., Ltd., Belfast. She is under command of Captain K. Soyeda, formerly of the S. M. R. Co.'s str. *Saikio Maru*.

NAVAL NOTES.

The sum of £25,000 is to be spent in oil fuel storage at Hongkong. The coal strike crisis will hasten the development of oil fuel in the navy.

Commander Cyril Peel, who has been appointed commander of the *Minotaur*, flagship of the China Squadron, has been in the service 22 years, and reached commander's rank in 1909. He previously served on the *Station*.

Under the new organisation of the British Fleets, which came into force yesterday, the China, Australia and East India Squadrons are grouped together under the title of the Eastern Fleet. Apparently closer inter-relationships are to be henceforward established between these hitherto separate units.

INTERESTING QUESTION OF NATIONALITY.

"If your father is a Britisher and your mother is a Chinese you can't come to Manila. It makes no difference if your grandparents are citizens of the United States." So the Supreme Court held in a decision in the case of Harry Atholl Edwards, who sought a writ of *habeas corpus* against Collector of Customs H. B. McCoy.

The board of special inquiry had denied to Edwards the right to enter the Philippines, on the ground that his mother was a Chinese woman of full blood. Counsel for Edwards contended that the race to which one belongs depends upon the race of one's father, and that of the mother has no influence.

The Supreme Court sustained the findings of the board of special inquiry.

HAMBURG LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

HAMBURG, April 10th.
LABOUR UNREST.

The coal strike in Great Britain has at last been officially terminated by a vote of 440 against 115 at the conference of the miners federation last week, when it was decided that the narrow majority obtained in favour of a continuation of the struggle at the ballot of the men was not sufficient to justify such a step, a majority of two-thirds having on previous occasions been deemed necessary. Orders have therefore gone forth for the men to return to the pits, and most of them are probably only too happy to do so; still they are a stiff-necked lot, particularly in the northern counties, and it is by no means certain that everything will pass off smoothly. To begin with, there are fears expressed of a strike of the transport workers in England next month; in Antwerp and Ghent they have already threatened to turn out unless a minimum wage of six francs a day be granted by the employers, and here in Hamburg the dock porters are demanding an increase in their pay, although the pay-sheets of the past year prove that the men in regular employment with stevedores, etc., have been earning from M. 1,600 to M. 2,200 during the twelve months (foremen even more) and others not much less. The coal miners in Saxony, Bohemia, etc., still hold out, but seem to be on the point of surrendering; on the other hand there are troubles amongst the labourers in the vineyards on the Rhine, where cases of sabotage have occurred in some of the best sites, and the movement is extending to the Moselle and other tributaries. There seems to be unrest in nearly all trades and industries; discontent is everywhere smouldering under the ashes, shooting out into flames now and again, and it is to be feared that the admission of the principle of a minimum wage will not tend to improve matters. The necessity of affording adequate protection to willing workers is becoming more apparent every day; people are beginning to see that it is the only way to counteract the combinations of organized labour and to prevent the entire trade of the country being placed at its mercy, as has recently been the case in England. The losses direct and indirect in wages and otherwise sustained by the nation on this occasion are estimated by competent judges at between 40 and 50 million sterling, which means a material decrease in the purchasing power of the people and the possible loss of some of our customers abroad. The German collieries have certainly profited by our inability to supply the latter, but whether they have gained a permanent footing in new markets the future will show. Be this as it may, the restoration of peace is hailed with satisfaction everywhere and it is hoped, give a fresh impetus to trade, which for some time past had assumed a somewhat quieter aspect.

The heavy industries, however, have been displaying great activity all along, makers raising their quotations almost every week; the falling off in the demand was chiefly noticeable in the textile ones, but since the holidays there has been a little more enquiry for woollen yarns and goods, and that a pause should have occurred in the Manchester goods business is not surprising, as many spinners and manufacturers both in England and on the continent are well sold up to the end of the year and beyond. Cotton itself, however, in spite of this and an American crop of 16 million bales pretty well assured, continues to advance steadily in price, for although continental mills took advantage of the low prices ruling in the winter to stock heavily both with actual cotton and contracts, so that shipments to the continent from the United States are so far a million and a half bales in excess of those during the same period last season, spinners in Great Britain and America acted with less foresight and can consequently not keep out of the market. The revival of the demand for goods came much later in the United States than in Europe, but when it once set in the mills there bought largely and continue to do so, thus strengthening the hands of southern holders. Moreover, planting has been delayed by heavy rains, floods, hurricanes and a low temperature, and although seasonable weather henceforth may still be in time to help to secure an ample crop it must necessarily be a late one.

THE TOBACCO CROP.

Glowing accounts are being received with regard to the tobacco crop in Cuba, which is said to beat the record. In the absence of cyclones and drought at the time of planting the young plant has had an unusually good start, the season continuing favourable throughout. Cutting of the leaves began in January and is almost over by now. The semi-monthly paper *El Tabaco* estimates the total yield at 700,000 tons, of which 175,000 tons are in the Vuelta Abajo, 85,000 in the Vuelta Media, 80,000 in the Partidos and 410,000

in the remaining districts. Opinions as to the quality seem to differ, but it is hoped that it will be satisfactory in most sections.

GENERAL.

The shipping trade with the United States is threatened by a bill brought in in Washington last week proposing to close the ports of the country under penalty of \$5,000 to steamers belonging to owners who in the finding of any American court have infringed the Sherman Trust Act. This will apply to all the greatest English and German companies that have joined the shipping pool, and it is expected that they will leave no stone unturned to prevent the bill becoming law.

It is reported from Berlin that the Norddeutsche Lloyd in Bremen intends to establish a regular service of steamers between that port and San Francisco on the opening of the Panama Canal next year, but so far the news lacks confirmation.

Although, as I stated in one of my former letters, Bremen has been outstripped by Rotterdam and Antwerp, its trade has grown sufficiently to render an extension of the dock and quay accommodation necessary, and plans with that object in view have been prepared by the harbour engineers, and are now under examination.

The Hamburg Colonial Institute has lately purchased the Diaries and other papers of the great African explorer Dr. Emin Pasha. The former in eight volumes begin with his departure for Egypt on October 15th, 1874, and extend up to the day of his death, the 23rd October, 1892, the only gap being the four months of his illness after meeting with Stanley. The remaining eleven volumes and numerous loose sheets contain most valuable notes and observations of all kinds and descriptions concerning the country.

EXCITEMENT IN SHANGHAI NATIVE CITY.

CUTTING OF QUEUES.

Considerable excitement seems to have prevailed in the City on Thursday afternoon, says the *N. C. Daily News*, when, as the result of a proclamation, queues were forcibly cut off in considerable number. In the course of the attack upon this form of coiffure many took refuge in the French Concession, and as one of the men engaged in the work passed the boundaries and proceeded with his efforts there, he had to be arrested by the police.

The affair started by the issuing of a proclamation presumably coming from an official holding the rank of sub-prefect that all queues had to be instantly removed, and giving authority to the police and volunteers to cut off any which were found, besides imposing a fine of \$5 upon those still clinging to the appendage. This work to the police and volunteers proceeded to execute, and armed with scythes stationed themselves at the gates. Soon passers-by who had not discarded their queues were the object of unwelcome attention, and one and all found themselves queueless. Not content with this, it is stated that the soldiers entered private houses, where the same procedure was followed. These doings caused not only the utmost excitement in the vicinity, but also grave alarm.

A climax seems to have been reached when a steamer with a couple of hundred passengers aboard arrived at the Chinese Bund from Tungkow. No sooner had the passengers landed than they were surrounded by the queue-cutters, and one more of their hair went cheap. In trying to evade the aggressors some of the passengers made for the French Concession. In all likelihood which foreign jurisdiction would afford them there from molestation, but took this way as the most convenient means of flight. Whatever their intentions may have been, they led at least one of their pursuers to cross the boundary, and as he seems to have attempted to carry on his work whilst there, the French Police took him into custody.

The prisoner was brought up at the French Mixed Court and sentenced of three days' imprisonment was passed upon him.

PRESIDENT OF HARVARD IN TIENSIN.

ADDRESS AT THE PEIYANG UNIVERSITY.

Dr. Eliot, Emeritus President of Harvard University, America, addressed a large gathering of students at the Peiyang University recently.

In an eloquent address, which lasted half an hour, the distinguished visitor outlined the progress which the western world had made during the last one hundred years. Up to 150 years ago he said the thoughts and actions of the people in the West were the same as, if not more backward than, those of the Chinese people of to-day. Only two hundred years ago, the heads of criminals were still hung in public places in London and women's rights were unknown. If the West had progressed since, it had been due to the inductive method of reasoning. One observed this especially in connection with the sciences, where careful observations, accurate methods and true results were principal features. Whilst in Shanghai, the speaker continued, he was particularly impressed with the careful drawings made by the students of the recently established Harvard Medical School. That showed that the Chinese possessed to the full the faculty of "the inductive method." He had no doubt that, given an equal chance, the Chinese would be long to contribute much to the modern knowledge of the world. But Chinese should at the same time study the good points of other nations, and wherever possible make improvements. Two points he wished to impress upon his hearers. These were: first, the education of women, and second, the belief in a divine Being, who governed our actions.

Dr. Eliot's address was listened to with marked attention by all present.

THE DARE TO DIES.

LEADER FINED AT SHANGHAI.

Liau Foh-piao, the founder of the "Dare-to-Die" band of soldiers, appeared on remand at the Mixed Court yesterday, says the *N. C. Daily News*. On the 28th inst., on a charge of returning to the Settlement after having been expelled. Much interest was taken in the case and General Li was among those present in Court. The accused, who was described on the charge sheet as an officer, married, of the Native City, was charged with returning to within the limits of the International Settlement after previously being expelled therefrom, such sentence being dated January 6th, 1909. Further, with having in his possession one loaded automatic revolver in contravention of bye-law thirty-seven. The accused had been remanded in custody from Monday, pending the direction of the Consular Body.

Mr. C. G. Kirk appeared on behalf of the Police and Mr. H. S. Oppe represented the accused.

Mr. Garstin, in announcing the decision of the Court, said:—The accused is charged with returning to the Settlement after being expelled therefrom and with carrying a loaded revolver on his person in the Settlement. He was sentenced in January, 1909, to two years' imprisonment for extortion, to be followed by expulsion from the Settlement. The defence is that though the original charge was one of extortion, the evidence showed that the accused's real offence was that he was a member of an anti-Manchu Society, and it is argued that the party to which he belonged having proved successful the sentence of expulsion passed against him three years ago on political grounds cannot be enforced now. But it is clear that, even though the money which the accused collected at that time from unwilling contributors had been devoted to the funds of the party of which he is now so conspicuous a member, the evidence of extortion by means of threat still remains. The accused deliberately entered the Settlement knowing that the order of expulsion was still outstanding against him, and he must take the consequences of his act. The circumstances under which he entered the Settlement, viz., to attend a banquet at the invitation of the Chinese Chamber of Commerce, have been taken into consideration. He will have the option of paying a fine of \$400, in default of payment he will be imprisoned for three months.

Mr. Oppe asked whether the judgment then given was the judgment of that Court.

Mr. Garstin—It is announced by this Court on the advice of the Consular Body.

Mr. Kirk—Does the order of expulsion as originally made stand, or is it upset?

Mr. Garstin—It stands, of course.

Mr. Kirk—Then there is the question of the revolver.

Mr. Garstin—The revolver may be returned to the accused.

Accused said that he was only receiving a salary of \$140 a month, and he asked how he would be able to support his family if he paid the fine. He also asked whether, in the event of his not paying the fine, he would be detained at the station or be sent to the Municipal gaol.

Magistrate Kuai pointed out to him that his sentence had been made lighter by the option of a fine in consequence of the Court having taken into consideration the fact that he came into the Settlement at the invitation of the Chinese Chamber of Commerce. His coming was nevertheless a breach of the regulations.

It is understood that the fine was paid immediately after the hearing of the case.

THE EFFECT IN SHANGHAI.

The arrest and detention of the leader of the "Dare-to-Die" has had an effect locally which could scarcely have been anticipated. Now that he is at liberty the fears which the episode gave rise to may not be realized, but until yesterday morning at any rate these were still present in the situation.

In the first place the troops throw the blame for their leader's arrest upon the Chinese Chamber of Commerce, from whom the invitation to the memorable tiffin party came. On behalf of the Chamber it is pointed out that they were not aware of the situation with regard to Liau Foh-piao and the Settlement, but in spite of this the report is current that the soldiers accuse the Chamber of enticing Liau to the Settlement for the purpose of having him arrested. As a consequence Chinese merchants living outside the Settlement have been in great fear of reprisals, on the part of the troops, in the nature of attacks on their property or persons. It is understood that on behalf of the Chamber of Commerce representations were made to the Consuls with regard to this state of things.

A second effect was the extraordinary drop in the yarn market which took place on Monday. Dealers were absolutely afraid to do business in view of the facts above mentioned, and as a consequence there was a sudden drop in yarn of 1/2s.

CHINESE INDUSTRIAL ENTERPRISES AT NANKING.

Feng Chieh-fu, formerly President of the Bureau of Civil Affairs at Wuchang, has collected shares worth \$50,000 for the manufacture of porcelain from the soil of the Manchang district. It is reported that experts will be engaged from Japan, Kiangsi and Hunan.

A coal mine has been opened in Chih-shan, near Nanking. The mine is owned by the Wang and Su ancestral tombs, and the descendants of these men believe that the operation of the mine will bring calamity to the families and have accordingly brought suit against the company. They followed this up by destroying much of the mine property. The Governor-General has not yet given judgment on the suit. That is the kind of foolishness which will hinder the development of China much more than its political problems, remarks the *Peking Daily News*.

INTIMATIONS

BABY CONSTANTLY CRIED WITH ECZEMA

Would Scratch Until Face Bled. Had to Watch Him Night and Day. Uses Cuticura Soap and Ointment. Face Clears, Scars Come Off, Sleeps Peacefully, and Is Cured.

"When my baby was five weeks old I noticed something on his face like a dry scurf which soon spread all over his head. The doctor said it was dry eczema and gave me some salve. He told me to bathe it freely with olive oil. This I did but it gradually got worse. We got no rest night or day, it was so itchy. He would scratch his face until it bled. At last I took him to an infirmary. They said it was a very bad case of dry eczema and gave me a jar of salve, told me to put it on three or four times a day and head. I continued this for some weeks but it did no good. He got so bad someone had to watch him night and day and he had his hands tied so he could not make his face bleed. He was constantly crying with the pain. I tried many other ointments but they were all no use. My friends advised me to try Cuticura Soap and Ointment. This I did and before I had finished the first box of Cuticura Ointment his face cleared, the scars came off his head and left no marks whatever. He was able to sleep peacefully which he had not done for months. Baby is now nearly two years old, and there has never been the least sign of its return since he was cured some eleven months ago. It was all gone before I had finished the second box. When ever I hear of anyone suffering with eczema I always recommend Cuticura Soap and Ointment. I am very grateful indeed for what you have done for my baby." (Signed) Mrs. A. Wilson, 12, Essex St., Hartlepool, Durham, Eng., Dec. 16, 1910.

A sample of each with 50¢ book free from nearest depot: F. Newberry & Sons, 27, Chancery Lane, London; R. Towns & Co., Sydney; N. S. W. Leeming & Sons, 27, Chancery Lane, London; Maclean & Co., Calcutta and Bombay; Potter & Co., Calcutta, and Boston, U.S.A.

87-18

Chs. J. Gaupp & Co.

ALEXANDRA BUILDING,

CHATER ROAD.

WATCHMAKERS, AND JEWELLERS, OPTICIANS,

FINEST QUALITY DIAMOND JEWELLERY A SPECIALITY.

ENGLISH, AMERICAN AND SWISS GOLD AND SILVER WATCHES.

CLOCKS of all descriptions.

45

If You Wear TORICS

you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, but it would not be as comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motions of your eyes. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Made in clear glass and tinted shades.

LARK & Co. SCIENTIFIC OPTICIANS YORK BLDG. CHATER RD. HONGKONG

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and cannot be sent to any other office. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 35. Telephone No. 12.

NEW ADVERTISEMENTS

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FROM This Date and during my Absence from the Colony Mr. A. B. ROUSE will act as Secretary of the Society. By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 2nd May, 1912. [651]

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

FROM This Date and during my Absence from the Colony Mr. A. B. ROUSE will act as Secretary of the Company. By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 2nd May, 1912. [642]

WANTED.

POSITION as BOOKKEEPER or as ASSISTANT in Export or Import Firm by experienced European who speaks and writes English, French and German. Excellent References. Apply—

Care of "Daily Press" Office. Hongkong, 2nd May, 1912. [653]

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

THE Steamship

"GLENSTRAE," Captain Jas. McMillan, will be despatched for LONDON and ANTWERP on or about the 31st May. For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 2nd May, 1912. [654]

FROM EUROPE.

THE H.A.L. Steamship

"ANDALUSIA," Captain Artelt, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned. Optional Cargo will be carried on unless notice to the contrary be given within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th May will be subject to rent. All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 6th May, at 9.30 a.m. No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex ss. "Tatti" from Norrköping. Ex ss. "Kong Sigurd" from Christiania. Ex ss. "Jelo" from Christiania. Ex ss. "Trelleborg" from Åhus. HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 1st May, 1912. [655]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW," having arrived, Consignees of Cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 8th May will be subject to rent. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 8th May, at 9.30 a.m. All Claims must reach us before the 15th May, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 1st May, 1912. [5]

WANTED.

A SMART TYPEWRITING and CORRESPONDENCE CLERK (Chinese), Good Knowledge of English and quick at figures. Apply to—

THE MANAGER, Care of "Daily Press" Office. Hongkong, 1st May, 1912. [641]

WANTED.

A SMART TYPEWRITING and CORRESPONDENCE CLERK (Chinese), Good Knowledge of English and quick at figures. Apply to—

THE MANAGER, Care of "Daily Press" Office. Hongkong, 1st May, 1912. [641]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled at specially low rates quoted for large quantities. [425]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 4th May, 1912, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 29th February, 1912, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 20th April to the 4th May, 1912, both days inclusive. By Order of the Board of Directors, GIBB, LIVINGSTON & Co., Agents.

Hongkong, 17th April, 1912. [582]

ANGLO-JAVA ESTATES, LIMITED.

THE SECOND ANNUAL GENERAL MEETING of the SHAREHOLDERS of this Company will be held at No. 10, Canton Road, Shanghai, at 4 p.m. on MONDAY, the 13th May, 1912, when the Directors' Report and Statement of Accounts for the Nine Months ended 31st December, 1911, will be presented. The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 13th May, both days inclusive. By Order of the Directors, J. A. WATTIE & Co., Ltd., Secretaries and General Managers.

JAVA CONSOLIDATED RUBBER AND COFFEE ESTATES, LTD.

THE SECOND ANNUAL GENERAL MEETING of the SHAREHOLDERS of this Company will be held at No. 10, Canton Road, Shanghai, at 4 p.m. on WEDNESDAY, the 15th of MAY, 1912, when the Directors' Report and Statement of Accounts for the year ended 31st December, 1911, will be presented. The TRANSFER BOOKS of the Company will be closed from the 6th to the 15th of May, both days inclusive. By Order of the Directors, J. A. WATTIE & Co., Ltd., Secretaries and General Managers.

JAVA CONSOLIDATED RUBBER AND COFFEE ESTATES, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN to the SHAREHOLDERS of the CLUB HOTEL, Ltd., that the TWENTY-THIRD ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the CLUB HOTEL on TUESDAY, 14th May, 1912, at 5.30 p.m. for the purpose of receiving the Directors' Report and Accounts for the year ended 31st March, 1912, and for general purposes. BY ORDER OF THE BOARD, Yokohama, April 20th, 1912. [645]

NOTICE OF REMOVAL

NOTICE.

WE beg to notify the Public that our Office has been REMOVED to the First Floor of POWELL'S BUILDING, 12, Des Voeux Road Central. BUME & REIF.

Hongkong, 29th April, 1912. [626]

NOTICE.

THE OFFICE OF THE CREDIT FONCIER D'EXTREME-ORIENT has been REMOVED from Queen's Building to 2nd Floor, PRINCE'S BUILDING, opposite the King Edward Hotel. Hongkong, 30th April, 1912. [629]

NOTICES OF FIRMS

NOTICE.

MR. WILLIAM GILBERT WORCES-TER has This Day been admitted a partner in our Firm, which will continue to carry on the business of Share and General Brokers as heretofore under the style of "MOXON & TAYLOR." MOXON & TAYLOR. [640]

Hongkong, 1st May, 1912.

NOTICE.

NO ORDER or Orders for Machinery, Goods, or Working Materials to be Supplied to the GLASS FACTORY at New Kowloon, or to the WEAVING FACTORY (亞通公司) in Canton, or to the YUE YICK LIME-SAND BRICK FACTORY at Mut Li Sha, Fat Shan. (佛山榮利沙), ARE VALID, unless they are Signed by the Undersigned, or during his absence from Hongkong, or Canton, by his *locum tenens* in Hongkong, Mr. WONG YUN PO, and also obnoxious by the latter with the stamp of the Yu Wo Far Firm 裕和發.

THIO TIAUW SIAT. 張 肇 榮

Hongkong, 1st May, 1912. [642]

PICNIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be Hired for Picnic Parties by the Hour or Day. Apply for Terms to the Manager, H. HAYNES.

Hongkong, 1st March, 1912. [389]

INTIMATIONS

LANE, CRAWFORD & CO.

HOUSEHOLD DRAPERY DEPT.

JUST UNPACKED

DAMASK TABLECLOTHS, NAPKINS, TEACLOTHS, etc. COTTON and LINEN SHEETINGS, MOSQUITO CURTAINS, TURKISH BATH TOWELS.

HARDWARE DEPT.

KITCHEN UTENSILS OF EVERY DESCRIPTION. FILTERS and FREEZERS. BRUSHWARE and TINWARE. LANE, CRAWFORD & CO. [51]

INTIMATIONS

SCENIC RAILWAY.

THE same as was shown at the Hongkong University Bazaar, WILL BE OPEN to the Public from WEDNESDAY, 1st May, 1912, at the OLD LAND OFFICE in Queen's Road (opposite the foot of D'Agular Street).

36-EXTRA FILMS-36

Will be exhibited, so that passengers may go ROUND THE GLOBE with all the thrills and excitement of a railway journey in the record time of HALF AN HOUR.

OPEN DAILY, OPEN DAILY, from 2 p.m. to 11 p.m.

A Fresh start made every 30 minutes.

FARE ... 50 Cents.

Hongkong, 27th April, 1912. [623]

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of JAMES EDWARDS, formerly employed in the Hongkong Police Force and the Registrar General's Office, Victoria; Hongkong; and late of the "HONGKONG" at Kowloon in the Colony of Hongkong, deceased.

Whereas the said JAMES EDWARDS died intestate at the Government Civil Hospital, Victoria, aforesaid, on the 15th day of September, 1903; And Whereas the next of kin of the said JAMES EDWARDS are unknown to the Official Administrator.

NOTICE IS HEREBY GIVEN that, if no Claimant appears within a period of Twelve Months from the 1st day of May, 1912, to claim the funds remaining from the Estate of the said JAMES EDWARDS, such funds will be transferred to the revenue of the Colony of Hongkong.

Dated this 30th day of April, 1912. H. A. NISBET, Official Administrator.

630

G. R.

NOTICE TO MARINERS.

HARBOR MASTER'S DEPARTMENT.

WITH reference to Government Notification No. 8, 191 of 19th July, 1911, it is hereby notified that on and after 29th April, 1912, the KAP SING ISLAND LIGHT—a Double Flash White Light visible all round except where masked by MA WAI ISLAND—will be exhibited as follows:—

1 second light, 1 second obscured, 1 second light, 7 seconds obscured, visible 9 miles. During Fog and Heavy Rain a Bell will be struck every 11 seconds.

The Skeleton Tower, cabin and dwellings as well as a patch on Rocks situated Close to the Water under and South-East of the Tower will be Painted White. C. W. BECKWITH, Commander, R.N., Harbour Master, &c.

Hongkong, 25th April, 1912. [627]

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock.

WEATHERS with Glass Shades from \$4 up BROWN, JONES & Co., 41, Morrison Hill Road. Telephone 423. Hongkong, 18th October 1911. [776]

FOR SALE

G. R.

FOR SALE FOR BREAKING UP.

At H.M. DOCKYARD, Hongkong, H.M. Torpedo Boat Destroyer, "HART."

Length between perpendiculars ... 194 ft. 3 ins. Beam (external) ... 19 " 5 1/2 " Displacement ... 19 " 295 tons. Fitted with 2 sets of triple expansion engines and 3 water-tube boilers, Thornycroft type, (mutilated). Can be viewed alongside Kowloon Coaling Depot during Dockyard hours between 15th and 29th May, on application to the Commodore.

Tender forms with conditions of sale, list of fittings on board together with any further information required can be obtained on application to the NAVAL STORE OFFICERS, H.M. DOCKYARD, Hongkong. Tenderers are to be lodged in the Commodore's Office before Noon on 5th June, 1912. Hongkong, 22nd April, 1912. [593]

FOR SALE.

DERINGTON, 7-Roomed House, Peak Road, beautiful situation. For Terms, apply to— C. SCHÖTTER, Care of Messrs. GARRIE, ROBERTS & Co., King's Buildings, IIIrd. Hongkong, 10th July, 1911. [125]

FOR SALE.

With or Without Furniture. "TOR CREST" No. 8, The Peak, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands. Apply—

LINSTEAD & DAVIS, 3rd floor, Alexandra Buildings, Hongkong, 7th March, 1912. [416]

CLEARANCE SALE.

(FOR 30 DAYS ONLY)

SILK FANCY GOODS

of all kinds.

At Extremely Low Prices.

BARGAINS! BARGAINS! BARGAINS!!!

D. CHELLARAM, 56, Queen's Road, Hongkong, 27th April, 1912. [624]

BUTTER. BUTTER.

WE are pleased to be able to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

!! REDUCTIONS !!

"DAISY" BRAND ... 80 cts. per lb.

"DAIRYMAID" ... 75 " "

"BUTTERCUP" ... 70 " "

"PASTBY" ... 65 " "

THE DAIRY FARM CO., LTD. [30]

ENTERTAINMENTS

THEATRE ROYAL. TO-NIGHT! TO-NIGHT!

THE GREAT RAYMOND.

RAYMOND.

THE LAST WORD IN MAGIC, THE GREAT ILLUSIONIST, Will give his First Performance in Hongkong TO-NIGHT.

TO-NIGHT that Performance will be

"THE TALK OF THE TOWN."

Qualify Yourself to Voice an Opinion.

It is sure to be favourable to RAYMOND.

By kind permission of Col. HAMILTON and OFFICERS the Band of the R.O.Y.L.I. will be in attendance.

PRICES: \$3.50, \$3, \$2 and \$1.

Booking at MOUTRIE'S.

Late Car to the Peak.

Only Tickets for Saturday Night hold good for To-night.

Hongkong, 29th April, 1912. [557]

THEATRE ROYAL.

HONGKONG.

FIVE NIGHTS ONLY

Commencing:

WEDNESDAY, MAY 8TH,

AT 9.15 P.M.

UNDER the Distinguished Patronage of H.E. THE OFFICER ADMINISTERING THE GOVERNMENT.

ROUND THE WORLD ON A WAVE OF LAUGHTER.

MAURICE E. BANDMANN

PRESENTS AT ENORMOUS EXPENSE

THE WORLD-FAMOUS COMEDIAN,

THE ONE ONLY ORIGINAL

R. G.

KNOWLES

AND COMPANY OF ARTISTES,

FROM THE LONDON WEST END HALLS.

PRICES: \$3.50, \$3.00, \$2.00 and \$1.00.

Seat Plan Now Open at MOUTRIE'S.

Hongkong, 30th April, 1912. [631]

VICTORIA

THEATRE.

THE FINEST FILMS IN THE COLONY.

Two Performances:

7.15 P.M.—FILMS ONLY—7.15 P.M.

9.15 P.M.—FULL PROGRAMME—9.15 P.M.

NOW APPEARING:

The Talented Italian Artistes,

LES SANS SOUCI.

COMING IN A FEW DAYS:

The Eminent Sketch Artistes,

GRAHAM AND DENT. [58]

Hongkong, 30th April, 1912.

BIJOU SCENIC

THEATRE.

FLOWER STREET

THE HOME OF THE LATEST

PICTURE PLAYS.

WHERE EVERYBODY'S GOING

NIGHTLY.

AT

7.15 P.M. AND 9.15 P.M.

EVERY EVENING.

Lessee and Manager: R. H. STEPHENSON.

Hongkong, 1st May, 1912. [647]

JUST RECEIVED:

STAMPS OF CHINA

PORTUGAL AND COLONIES

with

"REPUBLIC" SURCHARGES.

GRACA & CO.

HONGKONG HOTEL BUILDING,

PEDDER STREET, HONGKONG.

452

SOUVENIRS OF

THE

DELHI DURBAR:—

UNIQUE FOR HOME DECORATION.

JUST Received a Rare Consignment of Beautiful Delhi Work, Washable.

Early inspection solicited.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central, Corner of Zeland Street, Hongkong, Hongkong, 17th April, 1912. [50]

TO LET

TO LET.

SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT 48 with WHARF.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., Ltd.

Hongkong, 18th April, 1912. [525]

TO LET.

OFFICES and GODOWNS in Duddell Street.

No. 12, BEACONSFIELD ARCADE, First Floor.

No. 13, BEACONSFIELD ARCADE, First Floor.

"WESTWARD HO," No. 13, Bonham Road, with Garden.

"ROGATE" Austin Road, Kowloon, from 1st April.

Apply to— LINSTEAD & DAVIS.

3rd Floor, Alexandra Buildings, Hongkong, 1st May, 1912. [122]

TO LET.

2nd FLOOR, No. 2, PEDDER STREET.

OFFICES at present occupied by U.S. Consul-General.

OFFICES at present occupied by U.S. Public Health and Marine Hospital Service.

Can be divided to suit tenants.

JARDINE, MATHESON & Co., Ltd. Hongkong, 30th April, 1912. [632]

TO LET.

GODOWN, No. 4, New Prays, Kennedy Town.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

POWER FOR NOTHING.

NEW FOR TO COAL.

"We are no longer interested in, or affected even remotely by, coal and miners' strikes," said the proprietor of one of the largest box and packing case manufacturing plants in the whole of London to an *Express* representative who visited his works recently. "We get all the power we want on the premises for nothing."

The *Express* representative glanced round in bewilderment at the humming engines developing 200-h.p. and the scores of men working busily at the whirling lathes, and speculated on the source of all this power.

"The entire power used in these works, which have an annual turnover of tens of thousands of pounds," said the proprietor, "is derived from one thing, and one only—the carbon from common wet sawdust, if air be excepted."

A patent gas plant has now been placed on the English market capable of producing not only from sawdust, but from practically all combustible refuse, a gas greater in power and calorific value, and richer in hydrocarbons, than the producer gas from coal. And the cost of the new fuel for manufacturers who possess quantities of combustible waste refuse which they would otherwise have to destroy is practically nothing.

FREE OF COST.

"I have recently installed one of these plants," Mr. Clarke, of Messrs. Clarke & Co., Grove-road, Bow, who make hundreds of tons of waste sawdust, wood chips, and shavings in their business, told the *Express* representative, "and I can only say that I am delighted with it. I estimate that whereas my power was formerly derived from producer gas made from coal costing me about 2s a week, it will now cost me nothing at all."

"Since the coal strike began at least three of my friends have announced their intention of installing similar plants."

The plant used is known as the Eureka Patent Gas Producing Plant. Mr. G. E. Lygo, the London manager for Messrs. Salomon, Whitfield & Co., of Caxton House, Westminster, the sole manufacturers, described the new plant in detail to the *Express* representative.

"The plant itself," he said, "consists merely of a firebrick-lined generator of special design, with extended feeding hopper, tar extractor, and dry scrubber."

"The fuel is fed into the generator through the hopper, and the gas generated passes upward through an ingeniously arranged gas washer, which, while cooling it, also extracts any small particles of dust which have been drawn out of the generator by the suction of the engine and a certain portion of the tar which is present in most waste material."

"All the tar which still remains in the gas is completely and effectively extracted by a rotary tar extractor, and the gas, after passing through a purifier which finally removes all traces of dust or moisture, is ready for use for any power or heating purposes."

PRICES COMPARED.
The relative power costs per annum of the new plant to the manufacturers referred to, compared with the ordinary types of engines, and allowing in every case for depreciation, fuel, water, attention, oil, and so forth, are shown at a glance in the following table:—

Type of Engine.	Fuel.	Cost of 50-h.p. per annum.
Steam	Ord. Coal	£400
Motor	Electricity	492
Gas Engine	Town Gas	387
Gas Engine	Producer	174
Eureka Gas Plant	Sawdust	Nil.

"Manufacturers, again, who use this plant obtain as a waste from the waste, so to speak, at least its worth of good tar every week, which will go towards paying the cost of the man to attend to the engine."

"An engine capable of developing 100-h.p. and upwards costs about £300, and in most cases easily repays the initial outlay within twelve months. Hence the already large demand for these plants."

The following fuels may be used equally well in one of these plants:—

Bark.	Shavings.
Cair.	Spent tanning bark.
Indian corn cobs.	Straw.
Dried grass.	Sugar-cane refuse.
Husks.	Surface peat.
Leaves.	Wood chips.
Manila waste.	

The manufacturers of the new plant have recently received foreign orders from Jamaica (to produce gas from sugar-cane refuse), East Transvaal (veldt scrub), British Columbia (sawdust), Japan, Australia, South America, and elsewhere.

GOLDEN HOPE RUBBER ESTATE (LIMITED).

EXPOSED AGAINST TAXATION.

The sixth ordinary general meeting was held at Cannon-Street Hotel, London, on the 2nd inst., Mr. James Lloyd Anstruther presiding.

The Chairman moved the adoption of the report. The estate's expenditure had, he said, gone up a great deal, partly owing to the larger crop, and rates generally had tended towards an increase. Tapping and scrapping cost about 2 cents per pound more than they did last year. The manager, Mr. Prior, accounted for this by the large proportion of trees tapped for the first time coming into the 12 months under review—namely, 27,448 out of a total of 60,214. The crop collected, 109,555lb., talking the weather into consideration, might be considered satisfactory. The prospects for the current year were, he thought, very encouraging. The price of rubber was being well maintained, and he expected to see Mr. Prior's estimate of 150,000lb. fully realized. Shareholders would observe that the board recommended that the sum of £1,000 out of commended that the sum of £1,000 out of profits be placed to reserve account, and he thought they would agree with him that that was sound policy.

WM. POWELL, LTD.

TELEPHONE 346.

DRAPERS MILLINERS, OUTFITTERS, COMPLETE HOUSE FURNISHERS, etc.

NEW ADDRESS, 12, DES VŒUX ROAD CENTRAL.

(Opposite their Old Premises).

Wm. Powell, Ltd.,

[636]

GARNER, QUELCH & Co., WINE MERCHANTS,

DES VŒUX ROAD CENTRAL,

TELEPHONE 686.

Supply the Highest Quality WINES, SPIRITS, CIGARS

AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of

World-wide reputation.

[123]

Mr. Arthur Lampard, in seconding the motion, said that in 1910 the crop was 80,831lb., costing them 1s. 0d., f.o.b. For the year under review the crop was 109,555lb., costing them 1s. 1d., f.o.b. The profit before providing for capital expenditure in 1910 was £19,918; this year it amounted to £18,892. The bulk of this difference was not due to reduced profits from rubber, but to reduced profits from the outside receipts. The prospects for the current year were quite favourable. If they got the crop they estimated, the result of the current year's working would be that they would earn a larger actual profit than they had ever had before. They had one complaint to make, in common with all other similar companies in the Federated Malay States, and that was that the taxation imposed by the Government there was unnecessarily high. The Federated Malay States had a surplus of £25,000,000, and yet the Government insisted on getting out of the rubber industry a pernicious export tax of 2½ per cent.—a burden which was not imposed in Ceylon, in Southern India, or in any of the Dutch colonies. If the money were laid out on the districts from which it was levied they would not complain, but it was being spent in order to build railways in Pabang, Kelantan, and Siam. A great deal of British capital was invested in rubber in the Federated Malay States, and if the proprietors did not make a strong protest they would deserve all they got.

The motion was adopted, and a resolution was passed to pay a final dividend of 1½ per cent., less tax.

THE LATE DR. C. P. FREER OF MANILA.

The Philippines, their people and Government, lose a valuable man in the death of Paul Caspar Freer, says the *Manila Times*, and the loss is one in which the cause of tropical medicine and general science share to large extent. He had the instincts of the true scientist and he added to that inheritance the best education and training that the world had to offer. At a very early age, following a natural bent, he began to specialize in chemistry and when he finished his ordinary medical course in the United States he went to Germany to continue his studies in the group of chemists that then and still largely lead the world. Speedily overcoming the linguistic handicaps he plunged into the work before him and finished an honour-man at Munich. Already an enthusiast in science he caught the spirit of the great German school of chemists, became one of its fellows and throughout his life remained on terms of closest intimacy with its leaders. Returning to the United States his teaching and writing quickly gave him a prominent place and, while still a very young man, he was given the important chair of general chemistry at the university of Michigan. He speedily became a leader of the science in the United States and besides his educational work and writing entered upon an important line of consultative work with large manufacturing concerns. He had a rare capacity for the practical utilization of his scientific knowledge and there are several large plants

in the United States that owe their success to the results of his investigation and advice.

Coming to the Philippines eleven years ago he was called upon for new lines of service. He was given extended administrative authority and called upon by the Government as counsellor in laying plans for the founding of a series of scientific, educational protective institutions, and here again he developed capacity, soundness and efficiency. No man in the service of this Government had a wider range of duty than he. He knew the islands as few men know them and his fund of exact information as to them was itself a large work completely absorbed him and he rarely sought relaxation. When he did it was on a golf course, a snipe marsh or a hike, and on any of the three he was a delightful companion.

His service here was large and will long be remembered because it is largely recorded in monuments like the bureau of science, the medical school and the general hospital. The place he vacates may never be filled just as he filled it.

MALAY STATES TIN MINES.

RECORD OF A PROSPEROUS YEAR.

The tin mining industry in the Federated Malay States had a prosperous year in 1911, and seems likely to experience a further period of prosperity, judging by the present price of tin and the great absorption of labour into the industry.

In 1911 the export of tin was 44,148 tons, valued at \$99,845,466, or \$2,255,304. The average local price was \$93.90 per picul, or \$184.08 100 per ton. In 1910 the average local price was \$77.51 per picul, or \$155.02 100 per ton. To-day tin is quoted at \$196.108 per ton in the London market.

What is of great importance to the industry is the fact that the high price prevailing in 1911 has attracted a large influx of labour. The number of adult male Chinese immigrants to the Federated Malay States exceeded the emigrants by no less than 35,100, which figure is a record since 1900. In 1910 the number of immigrants exceeded the emigrants by 6,475.

The year 1911, in spite of this large influx of labour, did not show any great increase in the export of tin. This is quite natural, as the effect of an increased labour force takes some time before it is felt by actual exports of metal. The total labour force employed in the mines at the end of 1911 was 190,427, as compared with 170,361 at the same time in 1910.

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All Claims against the Steamer must be presented to the Underwriter on or before the 30th May, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th May, at 2.30 p.m.

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Hongkong, 30th April, 1912. [651]

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Hongkong, 10th August, 1911. [616]

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Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut. Comdr. Maxwell, Swatow.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, Hongkong.

Kinsh, river gunboat, 616 tons, i.h.p. 1,200, Lt. Comdr. H. Maryatt, Hankow.

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Monmouth, armoured cruiser, 9,300 tons, i.h.p. 22,000, Capt. B. H. F. Bartlett, M.V.O., Colombo.

Moorthen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. G. P. Leith, West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbines, 22,000 F.D., Captain George F. E. Hunt, D.S.O., Shanghai.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Malcolm Murray, R.N., Yangtze.

Otter, torpedo-boat destroyer, 335 tons, 6 guns, 6,300 i.h.p., Comdr. Seymour, Hongkong.

Pegasus, protected cruiser, 2,135 tons, i.h.p. 5,000, (7,000 F.D.), Comdr. F. H. Mitchell, Weihai.

Prometheus, 3rd class cruiser, 2,135 tons, i.h.p. 5,000, Comdr. P. H. Warleigh, Hongkong.

Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. E. J. G. Mackenzie, Shanghai.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Allan Dixon, West River.

Roseart, depot ship for Submarines, 580 tons, i.h.p. 1,400, Lt. Comdr. N. E. Archdale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. L. A. S. Hutton, Hongkong.

Saife, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.

Taka, torpedo boat destroyer, 305 tons, i.h.p. 4,000, Lt. Comdr. Brinkenden, Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns Commodore Byres, Hongkong.

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	MIYASAKI MARU Capt. T. Mura	9,000	WED'DAY, 22nd May, at Daylight.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SADO MARU Capt. K. Asakawa	7,000	TUESDAY, 7th May, at Noon.
	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 21st May, at 4 P.M.
	YOKOHAMA MARU Capt. N. Noda	7,000	About 1st June, from Kobe.
SEATTLE	YAWATA MARU Capt. T. Sekine	6,000	FRIDAY, 10th May, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th May, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. Y. Nomura	7,000	MONDAY, 13th May.
KOBE and YOKOHAMA	IYO MARU Capt. R. Takeda	7,000	THURSDAY, 9th May.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 9th May.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. T. Noguchi	7,000	WED'DAY, 8th May.
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STEAMER	TONS	CAPTAIN	FROM HONGKONG
SADO MARU	7,000	K. Asakawa	May 7th
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HONGKONG, 2nd May, 1912. PHILIPPINES S.S. Co. [13]

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(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 3rd May.	On 25th May.
EMPIRE	On 31st May.	On 22nd June.
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STEAMERS.	FROM	ARRIVAL
ANGEL, British str., 1,118, Kumpel, 26th	April—Manila	23rd April, General.
Butterfield & Swire.		
ARABIAN, Danish str., 3,004, C. van Deurs,	24th April—Moji	18th April, General.
Melchers & Co.		
BENLID, British str., 2,509, Wm. Hastie,	24th April—Singapore	17th April, General.
Gibb, Livingston & Co.		
CHENAN, British str., 1,350, Lloyd Jones,	28th April—Shanghai	25th April, General.
Butterfield & Swire.		
CHONGMAI, German str., 1,080, H. O'Jasen,	25th April—Bangkok	12th April, Rice and General.
Melchers & Co.		
CHIYO MARU, Japanese str., 7,250, Wm.	W. Greene, 24th April—San Francisco	27th March, General.—Toyo Kisen Kaisha.
CHONGMAI, British str., 1,424, M. Court-	ney, 28th April—Shanghai via Swatow	24th April, General.—Jardine, Matheson & Co.
EMPRESS OF JAPAN, British str., 3,030, S.	Robinson, R.N.R., 28th April—Vancouver	5th April, Mails and General.—C. P. R. Co.
GLENGOLD, British str., 2,339, V. Graves,	23rd April—Rangoon, Manila	21st April, Nil.—Seang Tok Hong.
HALVARD, Norwegian str., 1,066, Carl	Anderson, 28th April—Bangkok	19th April, Teak and Rice.—Order.
HAIN CHANG, Chinese str., 1,258, Ham-	blin, 29th April—Tientsin	23rd April, Chefoo 24th April, General.—Chinese.
HUICHOW, British str., 1,217, G. Hooker,	28th April—Tientsin	16th April, General.—Butterfield & Swire.
HUNAN, British str., 1,200, J. Speed, 26th	April—Newchwang	20th April, General.—Butterfield & Swire.
HUPCH, British str., 1,205, Tucher, 30th	April—Newchwang	24th April, General.—Butterfield & Swire.
KOCHOW, British str., 1,215, E. Forsyth,	28th April—Tientsin	22nd April, General.—Butterfield & Swire.
KWANG LEE, Chinese str., 1,406, J.	McArthur, 27th April—Shanghai	21st April, General.—C. P. R. Co.
KWONG SANG, British str., 1,150, Richard,	22nd April—Shanghai, Swatow	21st April, General.—Jardine, Matheson & Co.
LINGAIDEN, British str., 2,455, Dorman,	28th April—Moji	22nd April, Coal.—Mitsui Bussan Kaisha.
LOONGMOON, German str., 1,245, von	Pilgrim, 26th April—Macassar	18th April, Sugar and General.—Java-China-Japan-Lijn.
LOTIAN, British str., 3,222, W. J. Lock-	hart, 30th April—Singapore	24th April, General.—Dodwell & Co.
MINNESOTA, American str., 20,718, T. W.	Garlick, 21st April—Seattle	16th March, General.—Nippon Yusen Kaisha.
MYO MARU, Japanese sailing ship, 277,	R. Asari, 12th April—Formosa	8th April.
NEWCHANG, British str., 558, J. Cayan,	28th April—Swatow	27th April, Ballast.—Butterfield & Swire.
NILE, British str., 3,135, F. G. P.	Eccleston, 26th April—San Francisco	3rd April, Mails and General.—Pacific Mail S.S. Co.
NINGCHOW, British str., 5,836, Jas.	Milhench, 30th April—Shanghai	27th April, General.—Butterfield & Swire.
PERCHAUER, German str., 1,373, C.	Goswisch, 25th April—Bangkok	17th April, Rice.—Butterfield & Swire.
PHUEN PENH, British str., 1,060, Jas.	Scott, 23rd April—Saigon	19th April, General.—Order.
PHUA NANG, British str., 1,021, H. C.	Reher, 28th April—Bangkok	19th April, Rice and Wood.—Butterfield & Swire.
PRIM, British str., 2,005, R. T. Jones,	24th April—Singapore	18th April, General.—Butterfield & Swire.
SAMSEN, German str., 988, R. Petersen,	26th April—Saigon	25th April, Rice.—Butterfield & Swire.
SEANG BEE, British str., 3,670, Travis,	20th April—Rangoon	20th April, Rice.—Yeang Tak Hong.
SHANTUNG, British str., 1,835, J. Robin-	son, 29th April—Moji	23rd April, Coal.—Mitsui Bussan Kaisha.
TAISHUN, Chinese str., 1,216, Passmore,	24th April—Shanghai	via Foochow 22nd April, General.—Chinese.
TAIWAN, British str., 1,040, Jenkins, 26th	April—Saigon	22nd April, Rice and Meal.—Chinese.

PASSED THE CANAL.

March 15th — *Darflinger*, *Erroll*, *Kleist*, *Tango Maru*, *Ville de la Citadelle*, *Arctia*, *Levat*, 18th — *Brachvogel*, *Frank*, *Ferdinand*, *Glenstar*, *Miyawaki*, *Mayne*, *Pekawur*, *Socotra*, *Theuse*, *Yangtze*, 22nd — *Calchas*, *Ernest Simons*, *Idoneus*, *Pathan*, *Sazonia*, *Silene*, 26th — *Benedict*, *Borneo*, *Kawachi Maru*, *Peking*, *Prian*, *Scandia*, *Sihonia*, 29th — *Bellerophon*, *Diomed*, *Kamo Maru*, *Lithian*, *Prinz Eitel Friedrich*, *Prins Ludwig*, *Satsuma*, *Yarra*, 2nd April — *Andalusia*, *Inverclyde*, *Kitano Maru*, *Nile*, *Patroclus*, *Stentor*, *Teucer*, *Rhodus*, 8th — *Aki Maru*, *Ambrisa*, *Bayern*, *Dumbek*, *Glenesk*, *Ilyson*, *Indramayo*, *Perseus*, *Seneca*, *Spesia*, *Syria*, *India*, 12th April — *Benavotich*, *Dulov*, *Ernest Simons*, *Menam*, *Forck*, *Africa*, 16th — *Lyons*, *Imam*, *Arenas*, *Prometheus*, *Badania*, *Kina*, 19th — *Bendary*, *Zabigahire*, *Memon*, *Nore*, *Pera*, *Tourane*, 23rd — *Bengloe*, *Benlmond*, *Dardanus*, *Glamorganshire*, *Jaxon*, *Pak Ling*, *Patricia*, *Pelevs*, *Preussen*, *Vladimir*, 26th — *Gochen*, *Jezeric*, *Mishima Maru*, *Nera*, *Princess Alice*, *Afghan Prince*, *Suevia*, 30th — *Bloemfontein*, *Brasilia*, *Hirano Maru*, *Tschudi*, *Alesia*, *Neleus*.

ARRIVALS AT HOME.

April 26th—*Annam*, *Tourane*, *Atrous*.

VESSELS PASSED ANJER.

April 4, Dutch str. *Corontalo*, Van Dijn, April 4, from Batavia for Rotterdam.
April 4, British str. *Ulysses*, Day, April 4, from Batavia for Amsterdam.
April 7, British str. *Meneias*, Bevan, April 5, from Tjilatjap for Batavia.
April 7, Dutch str. *Ulmor*, Westermann, February 24, from Amsterdam for Batavia.
April 9, British str. *Islander*, Deans, April 7, from Singapore for Christ. Island.
April 9, Dutch str. *Amboen*, Schippers, March 1, from Amsterdam for Batavia.
April 11, German str. *Neumunter*, Vos, from East London for Batavia.
April 11, Dutch str. *Tabanani*, Boon, April 11, from Batavia for Rotterdam.
April 13, British str. *Indian Monarch*, February 8, from New York for Yokohama.
April 13, Dutch str. *Merauke*, Werkhoven, March 2, from Rotterdam for Batavia.
April 14, British str. *Oopack*, Woodgett, March 2, from Liverpool for Batavia.
April 14, Dutch str. *Madura*, Boerma, February 24, from Amsterdam for Batavia.
April 14, Dutch str. *Goentoor*, Van der Pette, March 9, from Rotterdam for Batavia.

LATEST STEAMER MOVEMENTS.

The Russian str. *Peter Berg* left Vladivostok via Moji on the 30th April for this port, and is due to arrive here on or about the 10th May.
The P.M. str. *Korea*, which sailed from this port on the 2nd April, arrived at San Francisco on the 25th April.
The C. P. R. Co.'s str. *Empress of India* left Yokohama for Victoria and Vancouver, B.C., on the 30th April, at noon.
The H.A.L. str. *Bayern* left Singapore on the 30th April, p.m., and may be expected here on or about the 6th May, a.m.

SHIPPING

ARRIVALS.

ANDALUSIA, German str., 5,371, W. Artelt, 1st May—Singapore 25th April, General.—Hamburg-Amerika Linie.
 BUTOW, German str., 5,033, H. Formas, 1st May—Bremen 20th March, General.—Melchers & Co.
 CARL DIEDERICHSEN, German str., 774, Ch. Jurgensen, 1st May—Hobhow 30th April, General.—Jensen & Co.
 DAIGO MARU, Japanese str., 846, Y. Sonekawa, 1st May—Tamsui via Amoy and Swatow 30th April, General.—Osaka Shosen Kaisha.
 DOVRE, Norwegian str., 733, F. Siguland, 1st May—Manila 28th April, Sugar.—Order.
 GUTHRIE, British str., 2,338, F. H. Gambill, 1st May—Sydney via Manila 28th April, General.—Butterfield & Swire.
 HAITAN, British str., 1,218, Roach, 1st May—Fochow via Amoy and Swatow 30th April, General.—Douglas Lapaik & Co.
 KWANGSHI, British str., 1,227, Plankett, 1st May—Weihaiwei 25th April, General.—Butterfield & Swire.
 LUTHER, German str., 1,233, Hellhof, 30th April—Saigon 20th April, Rice and General.—Order.
 YERIMO MARU, Japanese str., 2,350, Yamaguchi, 30th April—Mojito 24th April, Coal.—Osaka Shosen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 May 1st.

BULLOW, German str., for Yokohama.
 CHENGMAI, German str., for Haiphong.
 HUNAN, British str., for Swatow.
 MUTTRA, British str., for Singapore.
 NINGHOW, British str., for Saigon.

DEPARTURES.

May 1st.

CHONGSHING, British str., for Canton.
 CHILDA, Norwegian str., for Manila.
 CHINA, Austrian str., for Straits.
 HAINAN, British str., for Swatow.
 KUEICHO, British str., for Canton.
 KWANGSHI, British str., for Japan.
 KWANGSHI, Chinese str., for Canton.
 MATILDE, German str., for Haiphong.
 MUTTRA, British str., for Straits.
 NAMPA, British str., for Straits.
 RUBI, American str., for Manila.
 SUSHU MARU, Japanese str., for Swatow.
 SUSHU MARU, Japanese str., for Swatow.
 SUNGKIANG, British str., for Haiphong.
 WAISHING, British str., for Shanghai.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Mongolia* left San Francisco on the 10th April, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 7th May.

The T.K.K. str. *Nippon Maru* sailed from Honolulu on the 23rd April for Hongkong, and is expected to arrive at this port on the 14th May.
 The T.K.K. str. *Tenyo Maru* sailed from San Francisco on the 24th April for Hongkong, and is expected to arrive at this port on the 25th May.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* left Manila on the 30th April, at 11 p.m., and is expected to arrive here on the 3rd May, at daylight.

The I.G.M. str. *Coblenz* left Yap on the 25th April, at 8 a.m., and may be expected here on or about the 3rd May.
 The N.Y.K. str. *Nikko Maru* (Australian Line) left Thursday Island for this port via Manila on the 25th April, and is expected here on the 4th May.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* arrived at Shanghai on the 24th April, at 3 a.m., and left again at 2 p.m. same day for Hongkong, where she is due to arrive on the 27th April, at 8 a.m.

THE MERCHANTS' STEAMERS.

The str. *Indramayo* left Singapore on the 27th April, p.m., and is due here on or about 3rd May, a.m.

The str. *Dihawa*, from Calcutta, left Singapore on the 29th April, p.m., and may be expected here on or about the 4th May.

The A.L. str. *Bohemian* left Singapore for this port on the 29th April, p.m., and will arrive here on the 4th May, a.m.

The str. *Gregory Apcar* from Shanghai and Kobe left Moji on the 29th April, p.m., and may be expected here on or about the 4th May.

The str. *Indramayo* passed the Suez Canal on the 9th April, and is due here on or about 6th May.

The str. *Glennfarg* left Singapore on the 30th April, a.m., and is due here on or about 6th May.

The "Mogul" Line str. *Lothian* left United Kingdom on the 13th ult. for Hongkong via the Straits.

The str. *Glennfarg* passed the Suez Canal on the 8th April, and is due here on or about 15th May.

The T.K.K. str. *Hongkong Maru* sailing from Calcutta on the 28th inst. for Hongkong, and is expected to arrive at this port on the 14th May.

The str. *Ceylon* left Suez on the 22nd April, and is expected to arrive here on or about the 20th May.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Suisang, from Calcutta, is due in Hongkong 7th May.

SHIRE LINE.

Nonmouthshire, from London, is due in Hongkong 3rd June.

BRITISH INDIA STEAM NAVIGATION CO., LTD.
Fazilka, from Rangoon, is due in Hongkong 7th May.

The str. *Muttra* is due here on the 29th from Japan, and leaves on the 29th for Rangoon via the Straits.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.	
LONDON	GLENFARG	Brit. str.	—	W. L. Hartnell	SHEWAN, TOMES & Co.	On 5th inst.	
LONDON, via USUAL PORTS OF CALL.	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 11th inst., at Noon.	
LONDON & ANTWERP	FALAWAN	Brit. str.	—	C. R. Longdon R.N.	P. & O. S. N. Co.	About 15th inst.	
LONDON, ROTTERDAM & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Gandy	JARDINE, MATHESON & Co., Ltd.	On 19th inst.	
LONDON & ANTWERP	GEMSTAR	Brit. str.	—	Jas. McGillivray	SHEWAN TOMES & Co.	About 31st inst.	
ROTTERDAM, HAMBURG & ANTWERP	O. J. D. ARLERS	Ger. str.	k. w.	Gronau	HAMBURG-AMERIKA LINIE	On 4th inst.	
ROTTERDAM, HAMBURG & ANTWERP	ARGADIA	Ger. str.	k. w.	Luening	HAMBURG-AMERIKA LINIE	On 27th inst.	
HAYRE, BREMEN & HAMBURG	C. FRED. LAEISZ	Ger. str.	k. w.	Solmer	HAMBURG-AMERIKA LINIE	On 12th inst.	
HAYRE, BREMEN & HAMBURG	BOANDIA	Ger. str.	k. w.	Knaisel	HAMBURG-AMERIKA LINIE	On 7th inst.	
MARSEILLES, HAYRE & HAMBURG	SACHSEN	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On 5th inst.	
MARSEILLES, LONDON & ANTWERP	HITACHI MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 8th inst., at D'light.	
MARSEILLES, HAYRE & HAMBURG	SITHONIA	Jap. str.	—	Kotzke	HAMBURG-AMERIKA LINIE	On 30th inst.	
VICTORIA, B.C. & SEATTLE	SAPO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 7th inst., at Noon.	
VICTORIA, B.C. & TACOMA	SEATTLE MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 16th inst., at 1 p.m.	
VICTORIA, B.C. & TACOMA, via SHANGHAI	MEXICO MARU	Ans. str.	—	—	OSAKA SHOSHEN KAISHA	On 28th inst., at 1 p.m.	
TRIESTE, via SINGAPORE, PENANG, COLOMBO, & C.	BOHEMIA	Ans. str.	—	—	SANDER, WHEELER & Co.	On 19th inst., at 6 p.m.	
TRIESTE, Fiume, Venice via SINGAPORE, & C.	E. F. FERDINAND	Ans. str.	—	—	SANDER, WHEELER & Co.	On 1st June.	
NEW YORK	MATOPPO	Ans. str.	—	Dormand	THE BANK LINE LTD.	About 15th inst.	
VANCOUVER via SHANGHAI, JAPAN, & C.	EMPEROR OF JAPAN	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 1st June, at 6 p.m.	
VANCOUVER via SHANGHAI, JAPAN, & C.	MONTEAGLE	Brit. str.	2 m.	W. W. Greene	CANADIAN PACIFIC R. Co.	On 7th inst., at Noon.	
SAN FRANCISCO via SHANGHAI & JAPAN, & C.	CHITO MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 14th inst., at 1 p.m.	
SAN FRANCISCO via SHANGHAI & JAPAN, & C.	NILE	Ans. str.	—	—	PACIFIC MAIL S.S. Co.	On 21st inst., at 1 p.m.	
SAN FRANCISCO via SHANGHAI & JAPAN, & C.	MONGOLIA	Ans. str.	—	—	PACIFIC MAIL S.S. Co.	On 4th inst., at 4 p.m.	
OSAKA	YAKUSHI	Ans. str.	—	—	MELCHERS & Co.	On 8th inst., at 4 p.m.	
AUSTRALIAN PORTS via MANILA	COBLENZ	Ger. str.	1 m.	L. Klugkist	BUTTERFIELD & SWIRE	On 18th inst., at 9 a.m.	
AUSTRALIAN PORTS via MANILA	COBLENZ	Ger. str.	1 m.	T. W. Gadick	BUTTERFIELD & SWIRE	On 25th inst.	
SEATTLE, NAGASAKI, INLAND SEA, AND JAPAN	EASTERN	Brit. str.	—	W. H. Whittingham	NIPPON YUSEN KAISHA	On 6th inst., at Noon.	
YOKOHAMA & KOBE	MINNESOTA	Ans. str.	—	Chinak	JARDINE, MATHESON & Co., Ltd.	About 30th inst.	
YOKOHAMA & KOBE via SHANGHAI	FAZILKA	Brit. str.	—	L. Klugkist	MELCHERS & Co.	About 3rd inst.	
YOKOHAMA & KOBE	COBLENZ	Ger. str.	—	R. Takoda	NIPPON YUSEN KAISHA	On 9th inst.	
KOBE & YOKOHAMA	ITO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 8th inst., at Noon.	
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 7th inst., at Noon.	
MEXICAN, PERUVIAN & CHILEAN via JAPAN	HONGKONG MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LAYN	On 7th inst., at Noon.	
JAPAN	CHIPPING	Brit. str.	—	J. B. v. Damme Jelsh	JARDINE, MATHESON & Co., Ltd.	Quick despatch.	
SHANGHAI	CHENAN	Brit. str.	1 m.	E. Mooney	BUTTERFIELD & SWIRE	On 7th inst., at Noon.	
SHANGHAI & KOBE	CHENAN	Brit. str.	1 m.	M. Deguchi	BUTTERFIELD & SWIRE	To-day, at 4 p.m.	
SHANGHAI	KIHO MARU	Jap. str.	—	G. S. Hohnwood	JARDINE, MATHESON & Co., Ltd.	To-morrow.	
SHANGHAI	WAISHING	Brit. str.	—	C. C. Williams	BUTTERFIELD & SWIRE	On 4th inst., at Noon.	
SHANGHAI	LINAN	Brit. str.	1 m.	—	SANDER, WHEELER & Co.	On 5th inst., at D'light.	
SHANGHAI	BOHEMIA	Ans. str.	—	—	BUTTERFIELD & SWIRE	On 6th inst.	
SHANGHAI	CHOTYANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 8th inst.	
SHANGHAI, KOBE & YOKOHAMA	BAYERN	Ger. str.	—	M. Courtney	HAMBURG-AMERIKA LINIE	On 8th inst., at 4 p.m.	
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—	Brokner	NIPPON YUSEN KAISHA	On 8th inst.	
SHANGHAI, MOJI & KOBE	DILWARA	Brit. str.	—	T. Noguishi	DAVID SASSOON & Co., Ltd.	About 8th inst.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHINKU	Brit. str.	1 m.	H. A. Sharpe	P. & O. S. N. Co.	On 9th inst., at 4 p.m.	
SHANGHAI	CHINKU	Brit. str.	1 m.	R. A. Peters	BUTTERFIELD & SWIRE	About 9th inst.	
SHANGHAI	DEVANHA	Brit. str.	—	W. E. Hickey	BUTTERFIELD & SWIRE	On 11th inst., at Noon.	
SHANGHAI	ANFUI	Brit. str.	1 m.	J. B. Harris	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at D'light.	
SHANGHAI, KOBE & MOJI	FOOKSANG	Brit. str.	—	—	ANTWERP NISBON & Co.	About 1st June.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	CEYLON	Swed. str.	—	—	JAVA-CHINA-JAPAN LAYN	On 8th inst., at Noon.	
SHANGHAI, KOBE & YOKOHAMA	MOON OUTSHIRE	Brit. str.	—	J. P. Scholte	OSAKA SHOSHEN KAISHA	On 5th inst., at Noon.	
SHANGHAI	TOYAMA	Dut. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.	
FOOCHOW via SWATOW & AMOY	KAIJO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 11 a.m.	
TAMU via SWATOW & AMOY	DAIGI MARU	Jap. str.	—	—	DOUGLAS LAPAIR & Co.	On 5th inst., at 11 a.m.	
SWATOW, AMOY, NINGPO & SHANGHAI	KUEICHO	Brit. str.	1 m.	—	DOUGLAS LAPAIR & Co.	On 7th inst., at 11 a.m.	
SWATOW, AMOY & FOOCHOW	HUHAN	Brit. str.	—	—	DOUGLAS LAPAIR & Co.	On 4th inst., at 2 p.m.	
SWATOW	HATIAN	Brit. str.	2 h.	—	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at 4 p.m.	
SWATOW, AMOY & FOOCHOW	HATIAN	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	On 10th inst., at 4 p.m.	
MANILA	YUNSHANG	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 11th inst., at 2 p.m.	
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 4 p.m.	
MANILA, MANGARIN, ILOILO & CEBU	ZAFIRO	Ans. str.	—	—	OSAKA SHOSHEN KAISHA	Quick despatch.	
MANILA	LOONGSANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 13th inst.	
MANILA	RUBI	Ans. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 6th inst., at Noon.	
BATAVIA, CHERIBON, SAMARANG, & C.	TIJODAS	Dut. str.	—	—	DAVID SASSOON & Co., Ltd.	On 10th inst., at 1 p.m.	
BOMBAY via SINGAPORE & COLOMBO	HAKATA MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 4th inst., at D'light.	
SINGAPORE, PENANG & CALCUTTA	ROPSANG	Brit. str.	—	—	MELCHERS & Co.	On 8th inst., at 9 a.m.	
SINGAPORE, PENANG & CALCUTTA	TONTO MARU	Jap. str.	—	—	—	—	
SINGAPORE, PENANG & RANGOON	GERGOBY APCAR	Brit. str.	—	—	—	—	
SAIGON (Direct)	FUTALA	Brit. str.	—	—	—	—	
KUDAT & SANDAKAN	YUNSHO MARU	Jap. str.	—	—	—	—	
KWANG CHOW WANG & HAIPHONG	BORNEO	Ger. str.	—	—	—	—	
	SI-KIANG	Frer. str.	—	—	—	—	

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
 KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FAZILKA," 4,155 tons, Captain W. H. Whittingham, will be despatched for YOKOHAMA and KOBE on 18th May, at Noon, taking Cargo and Passengers at Current Rates. To be followed by S.S. "WARDEHA," 3,976 tons, Captain R. W. Peck.

WESTWARD.

The S.S. "FUTALA" will leave HONGKONG for SINGAPORE, PENANG and RANGOON on 10th May, at Noon, followed by the S.S. "FAZILKA" on 28th May, taking Cargo and Passengers at Current Rates.
 The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.
 For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
 AGENTS.
 Hongkong, 2nd May, 1912.

"SHIRE" LINE OF STEAMERS.
 LIMITED.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

FOR STEAMERS DATE OF DEPARTURE
 LONDON, ROTTERDAM & ANTWERP "FLINTSHIRE" On 19th May.
 SHANGHAI, KOBE & YOKOHAMA "MONMOUTHSHIRE" About 1st June.
 LONDON & ANTWERP "DENBIGHSHIRE" About 15th June.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to
 JARDINE, MATHESON & Co., LTD.,
 AGENTS.
 Hongkong, 27th April, 1912.

INDO-CHINA S. N. V. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL
 SHANGHAI "WAISHING" Friday, 3rd May, Noon.
 MANILA "YUENSANG" Saturday, 4th May, 2 p.m.
 SHANGHAI "CHOYSANG" Sunday, 5th May, D'light.
 SINGAPORE, PENANG & CALCUTTA "HOPSANG" Monday, 6th May, Noon.
 TIENTSIN "CHIPPING" Tuesday, 7th May, Noon.
 MANILA "LOONGSANG" Saturday, 11th May, 2 p.m.
 SHANGHAI, KOBE & MOJI "FOOKSANG" Sunday, 19th May, D'light.

RETURN TOURS TO JAPAN.
 (OCCUPYING 24 DAYS).
 The Steamers "KUTSANG," "NAGSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A daily qualified surgeon is also carried.
 * Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 † Taking Cargo on through Bills of Lading to Yangtze Ports, Taingtau, Weihaiwei, Chefoo, Tientsin and Newchwang.
 Telephone No. 215, Sub. Exch. 4.
 For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
 GENERAL MANAGERS.
 Hongkong, 2nd May, 1912.

CANADIAN PACIFIC ROYAL MAIL
 STEAMSHIP LINE.

VIA VANCOUVER

AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.

SUBJECT TO ALTERATION.

FOR VANCOUVER.

1912

"EMPEROR OF JAPAN" Sat., 11th May, "ALLAN LINE" Fri., 7th June.

"MONTEAGLE" Sat., 1st June, "EMPEROR OF BRITAIN" Fri., 28th June.

"EMPEROR OF INDIA" Sat., 22nd June, "ALLAN LINE" Fri., 19th July.

"EMPEROR OF JAPAN" Sat., 13th July, "EMPEROR OF IRELAND" Fri., 9th Aug.

Steamships leave HONGKONG at 6 p.m.
 The direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate Steamship) "Monteagle" "243" "245."

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

B.M.S. "MONTEAGLE" as rise Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Padder Street and Praya opposite Blake Pier.

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 IMPERIAL GERMAN MAIL
 LINES.

FOR STEAMERS TO SAIL

MANILA, YAP, MARON, SAMARAI, NEW GUINEA, "COBLENZ," 6,760 { 9 a.m. 18th May.

BRISBANE, SYDNEY, and MELBOURNE { Capt. L. KLUGKIST.

KOBE { "COBLENZ," 6,750 { About 3rd May.

KUDAT and SANDAKAN { "BORNEO" 5,000 { Middle of May.

Capt. F. SEMBIL.

All the Steamers of the European Line are fitted with Wireless

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SYRIA Capt. B. A. Peters	About 8th May.	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 9th May.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ORIENTAL Capt. A. L. Valentini	Noon, 11th May.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	PALAWAN Capt. C. R. Longden, R.N.R.	About 15th May.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th April, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, AMOY, NINGPO & SHANGHAI	"HUNAN"	On 2nd May, 4 p.m.
AMOI, WUAIWAI, CHEFOO & TIENTSIN	"KUEICHOW"	On 2nd May, 4 p.m.
SHANGHAI	"CHENAN"	On 2nd May, 4 p.m.
SHANGHAI	"LINAN"	On 4th May, 4 p.m.
MANILA, CEBU and ILOILO	"TEAN"	On 7th May, 4 p.m.
SHANGHAI	"CHINHUA"	On 9th May, 4 p.m.
SHANGHAI	"ANHUI"	On 11th May, 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"GUTHRIE"	On 8th May, 4 p.m.
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AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Superior accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KALFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—BUTTERFIELD & SWIRE, AGENTS. [8-508]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Rosch	FRIDAY, 3rd May, at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 7th May, at 11 A.M.
"HAIQING"	Capt. W. C. Passmore	FRIDAY, 10th May, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN	Capt. A. H. Stewart	SUNDAY, 5th May, at 11 A.M.
		WEDNESDAY, 8th May, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 2nd May, 1912.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 6 p.m.
S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, 1912, 6 p.m.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 5th May, 1912, Daylight.
Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "PERSIA," 12,500 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 30th May.

S.S. "E. FRANZ FERDINAND," 12,300 tons, will leave for TRIESTE, Fiume and Venice, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ, PORT SAID, on 1st June.

These steamers are fitted with comfortable one class accommodation for saloon passengers, Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 1st May, 1912.

Princess' Building.

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HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. BAYERN ... 6th May.

S.S. ALESIA ... 24th May.

S.S. Segovia ... 4th June.

For Further Particulars, apply to—

For ROTTERDAM, HAMBURG & ANTWERP:

S.S. O. J. D. AHLERS ... 4th May.

For MARSEILLES, HAVRE & HAMBURG:

S.S. SACHSEN ... 5th May.

For HAVRE, BREMEN & HAMBURG:

S.S. C. FRED. LAEISZ ... 12th May.

For ROTTERDAM, HAMBURG & ANTWERP:

S.S. ARCADIA ... 27th May.

For MARSEILLES, HAVRE & HAMBURG:

S.S. SITHONIA ... 30th May.

For HAVRE, BREMEN & HAMBURG:

S.S. SCANDIA ... 7th June.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 29th April, 1912.

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TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.**SAN FRANCISCO LINE.**

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S.

"NIPPON MARU"

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, NOON.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, at Noon.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU on TUESDAY, the 7th May, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,182	THURSDAY, 16th May, at 1 p.m.
	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 p.m.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 p.m.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 29th May, at 1 p.m.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 p.m.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 p.m.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

From Manila ... G. \$130.00

From Hongkong, Shanghai and Keelung ... G. \$110.00

From Nagasaki, Moji, Kobe and Yokohama ... G. \$95.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Tea and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

FOR	STEAMERS	LEAVES.
SAIGON (DIRECT) ...	"YERIMO MARU"	SAT., 4th May, Daylight.
TAMSAI VIA SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 5th May, at Noon.
FOOCHOW VIA SWATOW and AMOY	"KAIJO MARU"	WEDNESDAY, 8th May, at Noon.

For information of Freight, Passage, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,

MANAGER

772-7

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt.—E. de Catalano.

(1st and 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 8th May, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co's AGENT.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 2ND MAY, 1912.

8 a.m. "HONAN"	8 a.m. "HEUNGSHAN"
10 p.m. "FATSHAN"	5 p.m. "KINSHAN"

FRIDAY, 3RD MAY, 1912.

8 a.m. "HEUNGSHAN"	8 a.m. "HONAN"
10 p.m. "KINSHAN"	5 p.m. "FATSHAN"

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 5th MAY.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. [143]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CEYLON"	9,000	On 26th May

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG		Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Bridisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	NOON, SATURDAY		Steamer	Tons	SATURDAY	FRIDAY
ORIENTAL ...	5284	May	11	MALWA	11000	June 8	June 14
DEVANHA ...	8000	May	25	CHINA	8000	June 22	June 28
DELTA	8000	June	8	MACEDONIA	10500	July 6	July 12
ARCADIA ...	7000	June	22	MOREA	11000	July 20	July 26
ASSAYE	7500	July	6	MARMORA ...	10000	Aug. 4	Aug. 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £48.8 & 72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

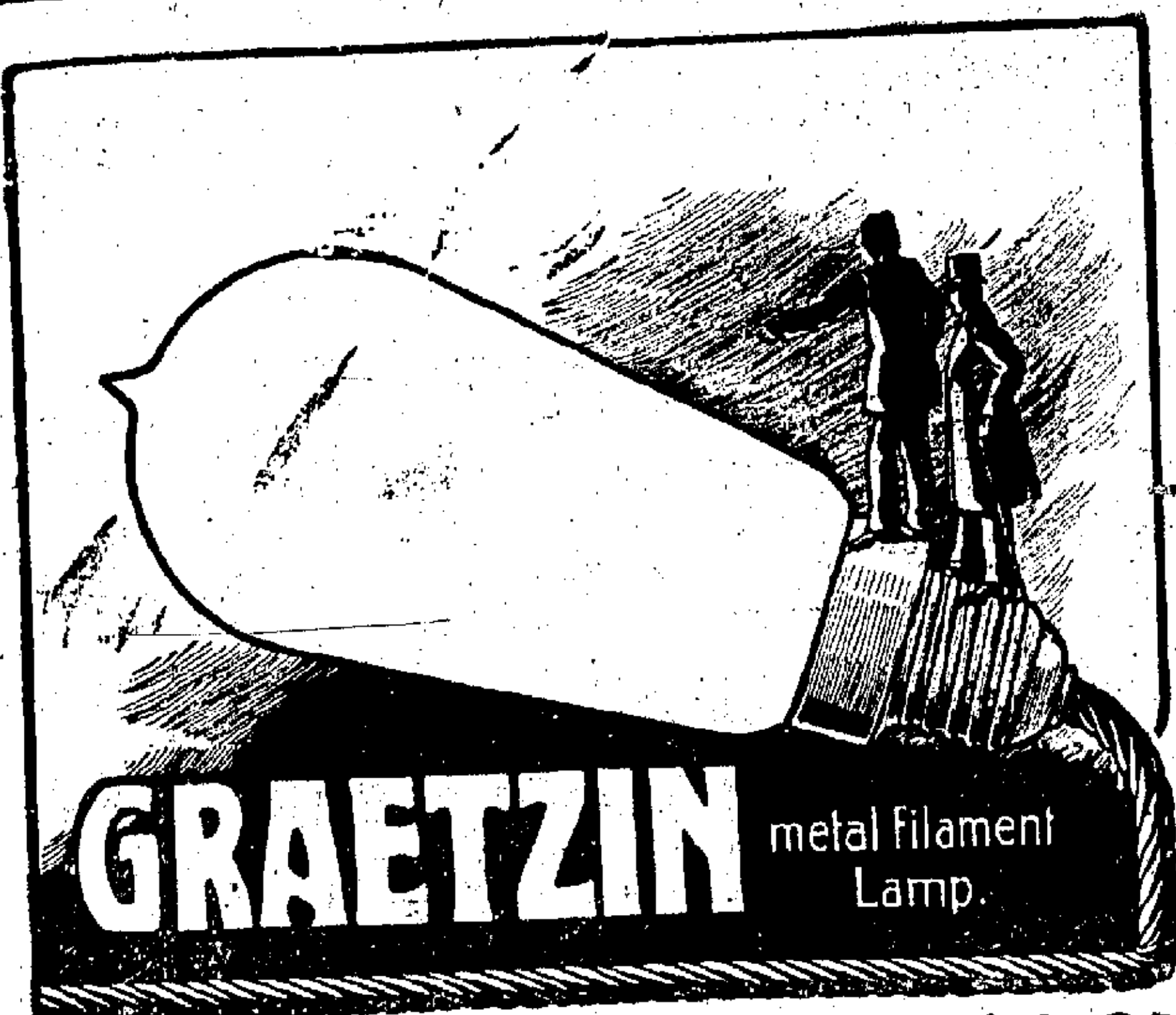
LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Due LONDON
PALAWAN	May 15	June 29
BORNEO	May 29	July 13
SYRIA	June 12	July 27
NORE	June 26	August 10
SIMLA	July 10	August 24

These Steamers call also at SINGAPORE,



ONE Price for 16, 25, 32 and 50 c.p.: **\$0.85**

REBATES FOR RETAILERS AND HOTELS!
70 Saving in Current 70%

Large Stock due here in about a fortnight.

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 980.
Hongkong, 26th April, 1912. (48-19)

CH. WEISS, TROSSINGEN.

WEISS'S MOUTH ORGANS

ARE THE BEST!

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 980.

Hongkong, 26th April, 1912. (48-21)

Hoehl Extra Dry
gout americain

Sole Representative for Hongkong and South China
Hugo C.A. Fromm, Hongkong.

Hongkong, 26th April, 1912. (48-22)

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible by the SIBERIAN ROUTE TO EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present suspended: Hupoh, Hunan and Tengyueh.

The Sibirien, with the Siberian Mail, is due to arrive here on Sunday, the 5th inst.

FOR	PER	DATE
Hobow and Pakhoi	Triumph	Thursday, 2nd, 9.00 A.M.
Shanghai, North China and Japan via Kobe	Andalusia	Thursday, 2nd, 9.00 A.M.
Philippine Islands	Churrua	Thursday, 2nd, 9.00 A.M.
Hobow and Siam	Halvard	Thursday, 2nd, 10.00 A.M.
Amoy and Formosa	Tymah	Thursday, 2nd, 11.00 A.M.
Macao	Sui Tai	Thursday, 2nd, 1.15 P.M.
Amoy and Formosa	Kueichow	Thursday, 2nd, 3.00 P.M.
Swatow, Amoy and Formosa	Husan	Thursday, 2nd, 3.00 P.M.
Shanghai and North China	Chenai	Thursday, 2nd, 3.00 P.M.
Swatow, Amoy, Formosa and Focohow	Haitan	Friday, 3rd, 10.00 A.M.
Batavia, Samarang and Sourabaya	Tylatjav	Friday, 3rd, 11.00 A.M.
Shanghai and North China	Washing	Friday, 3rd, 11.00 A.M.
Macao	Sui Tai	Friday, 3rd, 1.15 P.M.
Christmas Island	Lincluden	Friday, 3rd, 4.00 P.M.
Philippine Islands	Yuenang	Saturday, 4th, 1.00 P.M.
Macao	Sui Tai	Saturday, 4th, 1.15 P.M.
Tsingtau	Sui Tai	Saturday, 4th, 4.00 P.M.
Shanghai and North China	Choyang	Saturday, 4th, 5.00 P.M.
Shanghai and North China	Livan	Saturday, 4th, 5.00 P.M.
Shanghai and North China	Bohemie	Saturday, 4th, 5.00 P.M.
Swatow, Amoy and Formosa	Daiji Maru	Sunday, 5th, 9.00 A.M.
Straits, and India via Calcutta	Baimun	Sunday, 5th, 9.00 A.M.
Japan via Nagasaki, and United States via Seattle	Hopsang	Monday, 6th, 11.00 A.M.
Swatow, Amoy, Formosa and Focohow	Minnesota	Monday, 6th, 11.00 A.M.
Tientsin	Haigang	Tuesday, 7th, 10.00 A.M.
Shanghai, North China, Japan via Moji, Victoria, B.C., and United States via Seattle	Chipating	Tuesday, 7th, 10.00 A.M.
	Sado Maru	Tuesday, 7th, 10.00 A.M.

SHANGHAI, NORTH CHINA, JAPAN, HONKONG, UNITED STATES, CANADA, AND SOUTH AMERICA VIA SAN FRANCISCO (EUROPE VIA SIBERIA)

SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT AND EUROPE VIA MARELLIS. Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. Late Letters 11.00 A.M. to NOON Extra Postage 10 cents

Philippine Islands
Straits and Ceylon
Swatow

Chiyo Maru

Ville de la Ciotat

Tea...
Hachi Maru
Baimun

COMMERCIAL.

CLOSING QUOTATIONS.

	May 1st.
ON LONDON—	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	112 1/2
Bank Bills, at 30 days' sight	113 1/2
Bank Bills, at 4 months' sight	114 1/2
Credits, at 4 months' sight	115 1/2
Documentary Bills 4 months' sight	116 1/2
ON PARIS—	
Bank Bills, on demand	252 1/2
Credits, at 4 months' sight	253 1/2
ON GERMANY—	
On demand	205
ON NEW YORK—	
Bank Bills, on demand	48 1/2
Credits, at 60 days' sight	49 1/2
ON BOMBAY—	
Telegraphic Transfer	149
Bank, on demand	149 1/2
ON CALCUTTA—	
Telegraphic Transfer	149
Bank, on demand	149 1/2
ON SHANGHAI—	
Bank, at sight	72 1/2
Private, 30 days' sight	73 1/2
ON YOKOHAMA—	
On demand—Peco	98 1/2
ON MANILA—	
On demand—Peco	98 1/2
ON SINGAPORE—	
On demand—Peco	98 1/2
ON BATAVIA—	
On demand—Peco	98 1/2
ON HAIPHONG—	
On demand—Peco	98 1/2
ON SAIGON—	
On demand—Peco	98 1/2
ON HANKOW—	
On demand—Peco	98 1/2
SOVEREIGNS, Bank's Buying Rate	199 1/2
GOLD LUMP, 100 fine, per tola	52.40
BAR SILVER, per oz.	83 1/2

	per cent
Chinese	20 cents pieces
Chinese	10
Hongkong	30
Hongkong	10

MAILS VIA SIBERIA.

London	Shanghai
April 13th.	April 30th.

SHARE LIST.—QUOTATIONS. HONGKONG, MAY 1ST, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$840, sellers
China Borneo Company, Limited	60,000	\$12	all	\$104, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$1.70, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8, buyers
COMMERCIAL.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 89
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22
DOCK AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$56, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$46 1/2
New Amoy Dock Co., Limited	10,000	\$63	all	\$64, sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 44
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85
Green Island Cement Co., Limited	400,000	\$10	all	\$4 80, sellers
Hongkong Electric Co., Limited	60,000	\$10	all	\$23 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$109, buyers
Manila Metropolitan Hotel Limited	8,000	Pa. 10	all	\$68
Hongkong Ice Company, Limited	15,000	\$25	all	\$25 1/2
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$12
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$4, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$210
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$132, sales
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, buyers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 145
Union Insurance Society, Limited	12,400	\$250	\$100	\$315
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$210, Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$107
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$73, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$54
Maatschappij tot Exploitatie van Landbouw	25,000	Gds. 10	all	Tls. 7 1/2, sales
MINING.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$21	all	38/
Tromp Mines, Limited	160,000	\$21	all	75/
Heavood Tin and Rubber Estate, Ltd.	715,280	\$21	all	\$4.70, sellers
Bamb Australian Gold Mining Co., Ltd.	200,000	\$10	all	\$12 1/2
Peak Tramways Co., Limited	25,000	\$10	\$1	\$1.20
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$107, buyers
Lason Sugar Refining Co., Limited	7,000	\$100	all	\$108, sales
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11 1/2, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$23, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27 1/2, sal & sel.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$70, (L'Anon
Shell Transport & Trading Co., Limited	60,000 def.	\$5	all	sel. (\$7.75, 6d.
Star Ferry Company, Limited	10,000	\$10	all	110/
South China Morning Post, Limited	10,000	\$10	all	\$138, buyers
Steam Laundry Company, Limited	10,000	\$5	all	\$22
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$6, sellers
Wm. Powell, Limited	15,000	\$7	all	\$64
Watkins, Limited	10,000	\$10	all	\$5
A. S. Watson & Co., Limited	90,000	\$10	all	\$54, sellers
Weissmann, Limited	3,000	\$10	all	\$14, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12, buyers
Societe des Pulpes et Papeteries de Tonkin	15,000	\$50	all	\$37 1/2
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$300.
Union Waterboat Co., Limited	100 fides	\$10	all	\$74

Para Rubber in London	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Per.

TO-NIGHT	OPHUM.
9 P.M.—The Great Raymond at the Theatre Royal.	May 1st.

FORTHCOMING EVENTS.	May 1st.
Saturday, 4th May—Twenty-Third Ordinary General Meeting of The Hongkong Electric Co., Ltd., Noon.	
Wednesday, 8th May—E. G. Knowles at the Theatre Royal, 9.15 P.M.	
Monday, 13th May—Second Annual General Meeting of Anglo-Java Estates, Ltd., at No. 10, Canton Rd., Shanghai, 4 P.M.	
Tuesday, 14th May—Twenty-Third Annual Meeting of Club Hotel, Ltd., Yokohama, 5.30 P.M.	
Wednesday, 15th May—Extraordinary General Meeting of The Hongkong and Whampoa Dock Co., Ltd., Noon.	
Wednesday, 15th May—Second Annual General Meeting of Java Consolidated Rubber and Coffee Estates, Ltd., at No. 10, Canton Rd., Shanghai, 4 P.M.	

PRINTING	May 1st.
Malva New	\$3,325/3,350 per plant.
Malva Old	\$3,360/3,375 "
Malva Older	\$3,400/3,415 "
Malva V. Old	\$3,425/3,450 "
Persian fine quality	\$1,600 "
Persian extra fine	\$2,800 "
Persia New	\$3,650 per chest.
Persia Old	\$3,550 "
Banana New	\$3,625 "
Banana Old	\$3,500 "

PRINTING	May 1st.
Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.	

THE HONGKONG DAILY PRESS	May 1st.
PRINTING WORKS	
urn the Best Printing at the Reasonable Price	

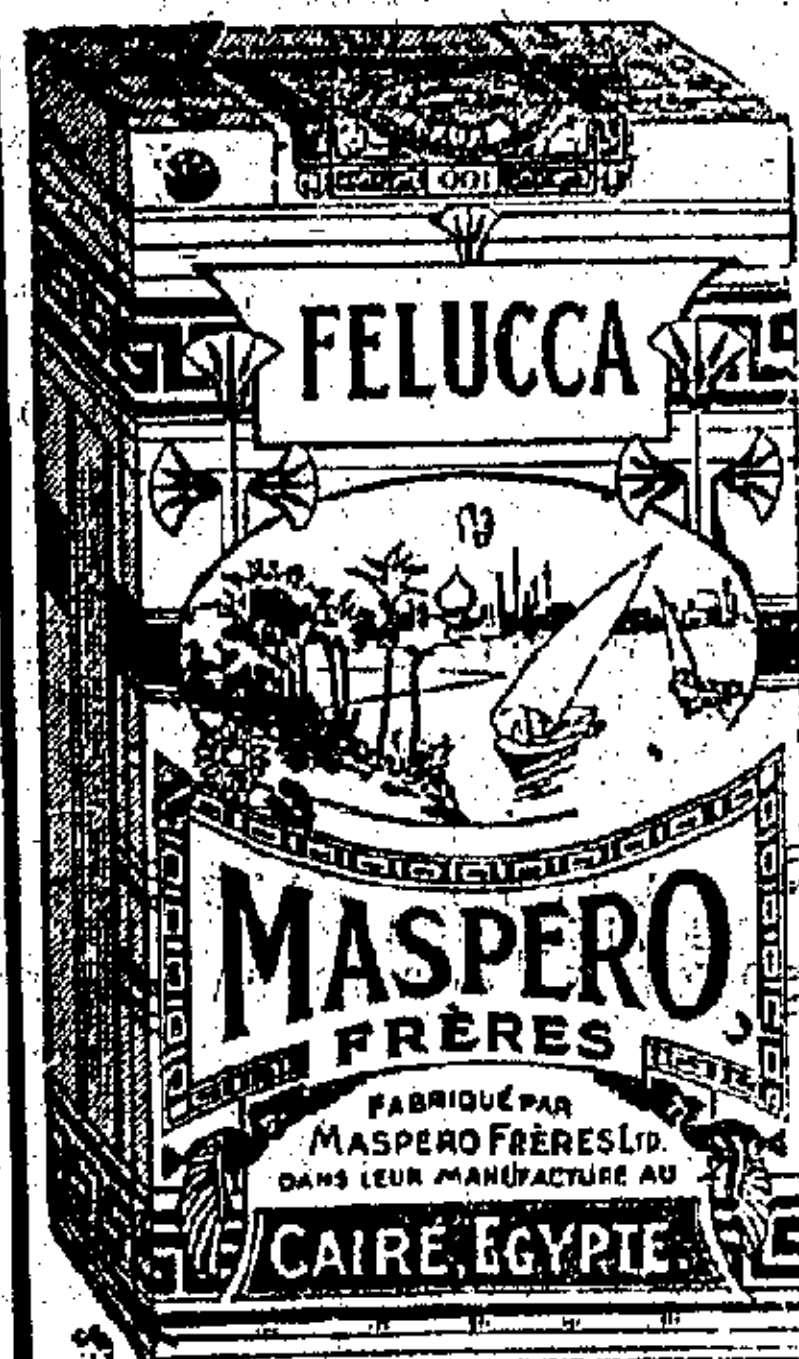
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